


City of Hanford General Plan

*Adopted by the Hanford City Council
May 17, 1994*



*Land Use Element
Circulation Element
Hazards Management Element
(Seismic Safety, Safety, Noise & Air Quality)
Open Space, Conservation & Recreation Element
Housing Element Summary
Public Facilities and Services Element*

*Community Development Department
317 N. Douty Street
Hanford, CA 93230*



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124916456>

City of Hanford General Plan

Prepared for:

The City of Hanford
317 North Douty Street
Hanford, California 93230

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR 1 1997

UNIVERSITY OF CALIFORNIA

Prepared by:

Valley Planning Consultants, Inc.
4317 N. Golden State Blvd., Ste. 106
Fresno, California 93722

In association with:

Transportation Planning Group
Sycamore Environmental Consultants
Provost & Pritchard Engineers
Don Ballanti
Brown Buntin Associates

Case of Handedness

October 1941

Handedness is a complex phenomenon which has been the subject of much research. The following case study illustrates the complexities involved in the study of handedness.

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR 1 1951

UNIVERSITY OF TORONTO

The following case study illustrates the complexities involved in the study of handedness. The subject is a right-handed individual who has been observed to exhibit left-handedness in certain situations.

The subject is a right-handed individual who has been observed to exhibit left-handedness in certain situations. This phenomenon is known as "crossed handedness" and is a relatively rare occurrence. The following case study illustrates the complexities involved in the study of handedness.

PARTICIPATING AGENCIES AND STAFF

HANFORD CITY COUNCIL MEMBERS

Robert S. Hill, Mayor
Jerry Frazier, Vice-Mayor
Marcelyn M. Buford
Simon Lakritz
John S. Lehn

PLANNING COMMISSION MEMBERS

Michael Jestor, Chairman
Dan Chin, Vice-Chairman
Galen Brunner
Dan Harp
Jerry DeMelo
Betty Martin
Robert Murrieta

CITY STAFF

Jan E. Reynolds, City Manager
Michael J. Noland, City Attorney (Kahn, Soares & Conway)
Jim Beath, Community Development Director
Gary Misenhimer, Director of Public Works
Cathy Gregory, Recreation Director
John Stowe, Planner
Greg Schindler, Planner
Janet Barbeiro, Secretary

The City extends special appreciation to the members of the following committees for exceptional work and dedication in the preparation of the Hanford General Plan.

General Plan Advisory Committee

John Zumwalt, Chairman
Judy K. Freitas, Vice-Chairman
Art Brieno
Joe Camara
Mary Lou Chase
Donald Christensen
Don R. Crawford
Pricilla Davis
Ed Jones
Cheryl Lehn
Julie Linxwiler
Lee M. Lockhart

Tamie Pick
Bill Zumwalt
John Lehn, Councilman
Anthony Bassill, Planning Commissioner
Jan E. Reynolds, City Manager
Jim Beath, Community Development Director
Gary Misenhimer, Public Works Director
Janet Barbeiro, Secretary

Technical Advisory Committee

John Zumwalt, Chairman
Judy K. Freitas, Vice-Chairman
John Lehn, Councilman
Jan E. Reynolds, City Manager
Jim Beath, Community Development Director
Gary Misenhimer, Public Works Director

THEORY OF THE EARTH

CHAPTER I. OF THE ORIGIN OF THE EARTH.

§ 1. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 2. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 3. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 4. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 5. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 6. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 7. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 8. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 9. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

§ 10. The Earth is a sphere, and is composed of a solid nucleus, surrounded by a fluid atmosphere. The nucleus is composed of a solid mass of matter, and the atmosphere is composed of a fluid mass of matter.

TABLE OF CONTENTS

PREFACE AND INTRODUCTION	General Growth Assumptions	1
	Alternative Growth Areas	1
	Planning Horizon	2
	Organization of the General Plan	3
	General Plan EIR	3
LAND USE ELEMENT	Introduction	LU-1
	Planning Horizon	LU-1
	Population Growth	LU-3
	Land Use Classifications	LU-4
	Residential Standards	LU-4
	Non-Residential Standards	LU-4
	Floor Area Ratios [FAR]	LU-4
	Zoning Consistency	LU-4
	Density-Intensity	LU-5
	Minimum Density Standards	LU-5
	Planned Development Zones	LU-7
	Residential Designations	LU-8
	VLD, Very Low Density Residential	LU-8
	LD, Low Density Residential	LU-8
	MD, Medium Density Residential	LU-9
	HD, High Density Residential	LU-9
	Downtown Designations	LU-9
	OR, Office Residential	LU-9
	DC, Downtown Commercial/Mixed Use	LU-10
	Commercial & Industrial Designations	LU-10
	O, Office	LU-10
	NC, Neighborhood Commercial	LU-11
	MC, Mixed Commercial	LU-11
	CC, Community Commercial	LU-11
	SC, Service Commercial	LU-12
	RC, Regional Commercial	LU-12
	LI, Light Industrial	LU-13
	HI, Heavy Industrial	LU-13
	Other Land Use Designations	LU-13
	PF, Public Facilities	LU-14
	OS, Open Space & Conservation	LU-14
	AG, Agriculture	LU-14
	UR, Urban Reserve	LU-14
	Planning Areas	LU-15

TABLE OF CONTENTS

1	Introduction
2	Chapter 1: The History of the Book
3	Chapter 2: The Structure of the Book
4	Chapter 3: The Language of the Book
5	Chapter 4: The Style of the Book
6	Chapter 5: The Content of the Book
7	Chapter 6: The Form of the Book
8	Chapter 7: The Function of the Book
9	Chapter 8: The Value of the Book
10	Chapter 9: The Future of the Book
11	Chapter 10: The Conclusion of the Book
12	Appendix A: The Bibliography
13	Appendix B: The Index
14	Appendix C: The Glossary
15	Appendix D: The List of Figures
16	Appendix E: The List of Tables
17	Appendix F: The List of References
18	Appendix G: The List of Abbreviations
19	Appendix H: The List of Symbols
20	Appendix I: The List of Equations
21	Appendix J: The List of Diagrams
22	Appendix K: The List of Maps
23	Appendix L: The List of Photographs
24	Appendix M: The List of Audio Clips
25	Appendix N: The List of Video Clips
26	Appendix O: The List of Interactive Elements
27	Appendix P: The List of Supplementary Materials
28	Appendix Q: The List of Endnotes
29	Appendix R: The List of Footnotes
30	Appendix S: The List of References
31	Appendix T: The List of Abbreviations
32	Appendix U: The List of Symbols
33	Appendix V: The List of Equations
34	Appendix W: The List of Diagrams
35	Appendix X: The List of Maps
36	Appendix Y: The List of Photographs
37	Appendix Z: The List of Audio Clips
38	Appendix AA: The List of Video Clips
39	Appendix AB: The List of Interactive Elements
40	Appendix AC: The List of Supplementary Materials
41	Appendix AD: The List of Endnotes
42	Appendix AE: The List of Footnotes
43	Appendix AF: The List of References
44	Appendix AG: The List of Abbreviations
45	Appendix AH: The List of Symbols
46	Appendix AI: The List of Equations
47	Appendix AJ: The List of Diagrams
48	Appendix AK: The List of Maps
49	Appendix AL: The List of Photographs
50	Appendix AM: The List of Audio Clips
51	Appendix AN: The List of Video Clips
52	Appendix AO: The List of Interactive Elements
53	Appendix AP: The List of Supplementary Materials
54	Appendix AQ: The List of Endnotes
55	Appendix AR: The List of Footnotes
56	Appendix AS: The List of References
57	Appendix AT: The List of Abbreviations
58	Appendix AU: The List of Symbols
59	Appendix AV: The List of Equations
60	Appendix AW: The List of Diagrams
61	Appendix AX: The List of Maps
62	Appendix AY: The List of Photographs
63	Appendix AZ: The List of Audio Clips
64	Appendix BA: The List of Video Clips
65	Appendix BB: The List of Interactive Elements
66	Appendix BC: The List of Supplementary Materials
67	Appendix BD: The List of Endnotes
68	Appendix BE: The List of Footnotes
69	Appendix BF: The List of References
70	Appendix BG: The List of Abbreviations
71	Appendix BH: The List of Symbols
72	Appendix BI: The List of Equations
73	Appendix BJ: The List of Diagrams
74	Appendix BK: The List of Maps
75	Appendix BL: The List of Photographs
76	Appendix BM: The List of Audio Clips
77	Appendix BN: The List of Video Clips
78	Appendix BO: The List of Interactive Elements
79	Appendix BP: The List of Supplementary Materials
80	Appendix BQ: The List of Endnotes
81	Appendix BR: The List of Footnotes
82	Appendix BS: The List of References
83	Appendix BT: The List of Abbreviations
84	Appendix BU: The List of Symbols
85	Appendix BV: The List of Equations
86	Appendix BW: The List of Diagrams
87	Appendix BX: The List of Maps
88	Appendix BY: The List of Photographs
89	Appendix BZ: The List of Audio Clips
90	Appendix CA: The List of Video Clips
91	Appendix CB: The List of Interactive Elements
92	Appendix CC: The List of Supplementary Materials
93	Appendix CD: The List of Endnotes
94	Appendix CE: The List of Footnotes
95	Appendix CF: The List of References
96	Appendix CG: The List of Abbreviations
97	Appendix CH: The List of Symbols
98	Appendix CI: The List of Equations
99	Appendix CJ: The List of Diagrams
100	Appendix CK: The List of Maps

TABLE OF CONTENTS

Continued

	Goals	LU-19
	Objectives Policies & Programs	LU-19
	Residential Development	LU-19
	Retail and Commercial Development	LU-26
	Industry and Industrial/Business Park	LU-32
	Growth Management/Urban Limit Line	LU-33
	City/County/Regional Relationships	LU-35
	Jobs/Housing Relationship	LU-35
CIRCULATION	Introduction	CI-1
ELEMENT	Roadway Classifications	CI-1
	State Freeways and Highways	CI-2
	Arterial Streets	CI-2
	Collector Streets	CI-3
	Local Streets and Roads	CI-4
	Levels of Service	CI-4
	Existing Levels of Service	CI-4
	Grangeville Boulevard	CI-5
	11th Avenue	CI-6
	10th Avenue	CI-6
	Connectivity	CI-6
	Transit	CI-6
	Public Transit	CI-6
	Private Transportation	CI-7
	Social Service Transit	CI-7
	Rail	CI-7
	Bicycle and Pedestrian Issues	CI-8
	Goal	CI-8
	Objectives Policies & Programs	CI-8
HAZARDS	Introduction	HZ-1
MANAGEMENT	Seismic Safety	HZ-1
ELEMENT	Hanford Emergency Plan	HZ-8
	Flood Prone Areas	HZ-8
	Hazardous Wastes & Materials	HZ-8
	Siting New Facilities	HZ-8
	Transportation of Hazardous Wastes	HZ-9
	Aerial Spray Operations	HZ-9
	Site Specific Hazards	HZ-10
	Public Safety	HZ-10
	Fire Services	HZ-10

TABLE OF CONTENTS

Continued

Personnel and Future Demand	HZ-10
Service Locations and Future Demand	HZ-11
Community Programs	HZ-11
Project Development Review	HZ-11
Service to Unincorporated Areas	HZ-12
Police Services	HZ-12
Personnel and Future Demand	HZ-12
Community Programs	HZ-12
Development Project Review	HZ-12
Service to Unincorporated Areas	HZ-12
Hanford Airport	HZ-13
Noise	HZ-16
Air Quality	HZ-17
Goal	HZ-17
Objectives Policies & Programs	HZ-17

OPEN SPACE, CONSERVATION & RECREATION

Introduction	OCR-1
Open Space	OCR-1
Agricultural Lands	OCR-1
Williamson Act Land	OCR-2
Water Resources	OCR-2
Historic Groundwater Demands	OCR-3
Groundwater Recharge	OCR-3
Water Quality	OCR-3
Water Suppliers	OCR-4
Domestic Water	OCR-4
Agricultural Irrigation Water	OCR-4
Biological Resources	OCR-5
Plant & Wildlife Communities	OCR-5
Wildlife Species	OCR-5
Plant Species	OCR-6
Extractive Resources	OCR-6
Energy Conservation	OCR-6
Historic & Cultural Resources	OCR-7
Historic Preservation	OCR-7
Historical Landmarks	OCR-8
Archaeological Sites	OCR-8
Recreation	OCR-9
Park Facility Standards	OCR-9
Neighborhood Park	OCR-9
Community Park	OCR-10

TABLE OF CONTENTS *Concluded*

	Regional Park	OCR-10
	Open Space	OCR-10
	Linear Parks and Trails	OCR-11
	Existing Park & Recreation Facilities	OCR-11
	Kings County Park Facilities	OCR-11
	Public School Facilities	OCR-12
	Park Acreage Standards	OCR-12
	Park Location & Service Area	OCR-14
	Goal	OCR-14
	Objectives Policies & Programs	OCR-14
	Open Space	OCR-14
	Vegetation & Wildlife	OCR-18
	Water Resources	OCR-19
	Energy	OCR-22
	Historic/Cultural Resources	OCR-22
	Recreation	OCR-23
HOUSING ELEMENT	Introduction	HSN-1
	Projected Housing Needs	HSN-1
	Housing Demand For All Income Levels	HSN-3
	Available Land Inventory	HSN-3
	Dwelling Capacity	HSN-3
	Goals	HSN-5
PUBLIC FACILITIES & SERVICES ELEMENT	Introduction	PF-1
	Water	PF-1
	Supply	PF-1
	Distribution System	PF-2
	Wastewater	PF-2
	Treatment	PF-2
	Collection System	PF-3
	Growth Direction	PF-3
	Treatment Capacity	PF-4
	Alternatives	PF-4
	Storm Water Drainage	PF-5
	Collection of Storm Water	PF-5
	Solid Waste	PF-6
	Organization & Facilities for Disposal	PF-6
	Goal	PF-7
	Objectives, Policies, and Programs	PF-7
APPENDIX	A. Population and Growth Projections	
	B. Air Quality References	

TABLE OF FIGURES

Figure	Title	Page
LU-1	General Plan Area Map	LU-2
LU-2	FAR Depiction	LU-5
LU-3	City of Hanford General Plan Map	(pocket)
LU-4	Planning Areas Map	LU-16
LU-5	Planning Area G Detail	LU-17
HZ-1	Soils Map	HZ-3
HZ-2	Seismic Safety Map	HZ-5
HZ-3	Flood (FEMA) Map	HZ-6
HZ-4	Evacuation Route Map	HZ-7
HZ-5	City Noise Map	HZ-14
HZ-6	Airport Noise Map	HZ-15

LIST OF TABLES

Table	Title	Page
LU-1	Population Forecast to 2020	LU-3
LU-2	Land Needed to Accommodate Forecasted Growth . . .	LU-3
LU-3	Density-Intensity & Zoning Consistency	LU-6
CI-1	Functional Classification	CI-1
CI-2	Major Arterial Streets	CI-2
CI-3	Collector Streets	CI-3
CI-4	Level of Service Description	CI-5
HZ-1	Seismic Zone Description	HZ-4
HZ-2	Maximum Exposure to Ground Noise	HZ-26
HZ-3	Noise Performance Standards	HZ-27
OCR-1	Park Standards	OCR-12
OCR-2	Parkland Need	OCR-13
HSN-1	Income Level Definition	HSN-1
HSN-2	Household Projects by Income Group	HSN-2
HSN-3	Projected Household Income Group Needs	HSN-3
HSN-4	Estimated Housing Need	HSN-4
HSN-5	Potential Unit Buildout	HSN-5

List of Abbreviations

The following abbreviations can be found throughout the General Plan and support documentation.

AQ	Air Quality
AT&SF	Atchison, Topeka and Santa Fe Railroad
BGS	Below Ground Surface
Caltrans	State of California Department of Transportation
CEQA	California Environmental Quality Act
CHWMP	City Hazardous Waste Management Plan
CNEL	Community Noise Equivalent Level
CRB	California Reclamation Board
dB	Decibels
dBA	A-Weighted Decibels
DFG	State of California Department of Fish and Game
DOT	U.S. Department of Transportation
DWR	State of California Department of Water Resources
E-Clay	Corcoran Clay (soil)
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
FEMA	Federal Emergency Management
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
GPM	Gallons per Minute
HCD	State of California Department of Housing and Community Development
HD	High Density
HPD	City of Hanford Police Department
KCALUP	Kings County Airport Land Use Plan
KCHWMP	Kings County Hazardous Waste Management Plan
KCRPA	Kings County Regional Planning Agency
KCWD	Kings County Water District
KCWMA	Kings County Waste Management Authority
KDWCD	Kaweah Delta Water Conservation District
LAFCO	Kings County Local Agency Formation Commission
LD	Low Density
L_{dn}	Day-Night Average Sound Level
L_{eq}	Noise Equivalent Level
LI	Light Industrial
L_{max}	Maximum Noise Equivalent Level
MCL	Maximum Contamination Level
MGD	Million Gallons per Day
MRF	Material Recovery Facility
NIH	National Institutes of Health
NOx	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System

List of Abbreviations*Concluded*

NRC	Nuclear Regulatory Authority
ONC	State of California Office of Noise Control
OS	Open Space
OSHA	Occupational Safety and Health Administration
PF	Public Facilities
PM-10	Suspended Particles (10 microns or less in diameter)
ppm	Parts per Million
PSA	Preliminary Site Assessment
RC	Regional Commercial
RHNP	Regional Housing Needs Plan
ROG	Reactive Organic Gases
RWQCB	State of California Regional Water Quality Control Board
SCADA	Supervisory Control and Data System
SCE	Southern California Edison Company
SEL	Sound Exposure Level
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
TCM	Transportation Control Measures
TDR	Transfer of Development Rights
TLHSA	Tulare Lake Hydrologic Study Area
TRO	Trip Reduction Ordinance
TS	Transfer Station
TSD	Treatment Storage Disposal
TSM	Transportation System Management
UBC	Uniform Building Code
UR	Urban Reserve
USFWS	U.S. Fish and Wildlife Service
VLD	Very Low Density

PREFACE AND INTRODUCTION

GENERAL GROWTH ASSUMPTIONS

This General Plan is based on growth assumptions that reflect the City's past growth patterns. Over the past 10 years, annual growth rates have ranged from under 1 percent to over 4 percent. Taken as an average however, the City has grown at about 2.6 percent. While Appendix A provides a complete listing of growth assumptions used for the plan, there is no real way of knowing exactly where and when growth will occur. For the purposes of the Update, both high and low figures were used for the high and low growth rates. In all of the growth projections, there was sufficient land within the Planning Area Limits to accommodate expansion.

The historical growth figure of 2.6 percent was used to provide a starting point to the plan. Expansion of Lemoore Naval Air Station may provide a significant change in the short-term growth pattern, but will likely be absorbed within the overall growth pattern.

ALTERNATIVE GROWTH AREAS

During the course of the General Plan Update, several different growth scenarios were reviewed. It was immediately obvious that the Planning Area Limit selected for the Plan Update was larger than that projected growth for the city during the Planning Horizon. Rather than establish artificial plan phasing lines, each growth direction was analyzed from the standpoint of infrastructure, farm land, circulation and impact from and to adjacent communities. From this analysis, the committee determined that growth would:

- Proceed on its westerly course for the next 5 to 7 years until the capacity in the 12th Avenue sewer line was exhausted. There is sufficient land within this area to accommodate the projected growth plus a 50% "market factor".
- Growth to the west would eventually be limited by the sewer line constraints, and the proximity to the community of Armona.
- After exhausting the available sewer capacity on the west side, growth would then turn east toward Highway 43. Growth in this area is predicated on the extension of sewer the 9th Avenue sewer line.
- Growth could probably occur in the east before extension of the 9th Avenue sewer line if alternative forms of water treatment and disposal were developed. Under this discussion, small treatment plants, perhaps using a golfcourse for disposal of water, could provide sufficient capacity to sustain some residential growth.

- Growth to the north would be stopped at Flint Avenue. The primary rationale for this decision was the impracticality of providing sewer service north of Flint, existing traffic problems, large unbroken areas of agricultural land, and the fact that groundwater recharge is more effective approaching the river.
- Growth to the south would be expected to occur as it has over the past several years, with a few notable possibilities. Toward the southwest, sufficient land and opportunity exists to provide a golfcourse or large open space area adjacent to, and serving as a buffer from, the Armona treatment ponds.
- Growth around the airport would be restricted to allow the facility to reach its potential. If the runway is extended over Hanford-Armona Road, this facility will be either be re-routed or closed. In either event, sufficient alternative routes appear suitable.
- Growth outside of the City should not prevent or delay revitalization of areas within the City. Specifically, the area along 10th Avenue and East Lacey, should receive focussed attention and perhaps a specific plan to encourage rehabilitation and revitalization.
- The Downtown should remain the cultural and business center of the community even if it is not the geographic center. Links between the new commercial area at 12th Avenue and Lacey should be further developed.
- Open space areas should be encouraged, especially along the railroad and other noise generating uses. If integrated into proposed subdivisions, these corridors could become an asset to the community. Developed along the freeways and entryways into the City, open space corridors would help keep the agricultural emphasis of Hanford.

PLANNING HORIZON

This General Plan is intended to serve the City for the next 5 to 10 years without significant revision. Regional changes, such as the expansion of Lemoore Naval Air Station, or the introduction of a major employment center, may require the adoption of Specific Plans, but should be easily accommodated within the Planning Area Limits. It is *not* the intent of this Plan to provide for development out to the Planning Area Limits within a 15 to 20 year time period.

ORGANIZATION OF THE GENERAL PLAN

Many more ideas than summarized above were discussed over the course of the update, and most were incorporated into the Goals, Objectives, Policies, and Programs of this General Plan. The General Plan is intended to be a dynamic document as well as a reliable tool for day-to-day City operations. The Plan is not intended as a history of Hanford, but rather an outline of its future.

Specifically, this document is divided into six distinct elements:

- LU, Land Use
- CI, Circulation
- HZ, Hazards Management (*Seismic Safety, Safety, Noise & Air Quality*)
- OCR, Open Space, Conservation & Recreation
- HSN, Housing Element (*Summary*)
- PF, Public Facilities and Services Element

Goals are found at the beginning of each element, and Objectives, Policies and Programs are numbered consecutively throughout the element. The specific Objectives, Policies and Programs that address Air Quality are designated with an (AQ) suffix. A complete listing is provided as Appendix B.

GENERAL PLAN EIR

An Environmental Impact Report [EIR], was prepared for this General Plan Update, and forms Volume II of the General Plan Documents. In many instances the EIR contains far more detailed information than the individual elements. The Goals, Objectives, Policies and Programs reflect many of the mitigation measures of the EIR without repeating the discussion leading to their incorporation into the General Plan.

LAND USE ELEMENT

INTRODUCTION

Goals, Objectives, Policies, and Programs, together with the Land Use Diagram, provide a framework for the future development of Hanford. The Land Use Element responds to issues, opportunities and constraints within the planning area established for Hanford. Major issues considered in this Element include:

- The location and timing of growth
- Resisting the premature conversion of agricultural lands
- Enhancement and preservation of the Downtown Business District
- Balancing economic growth with urban growth

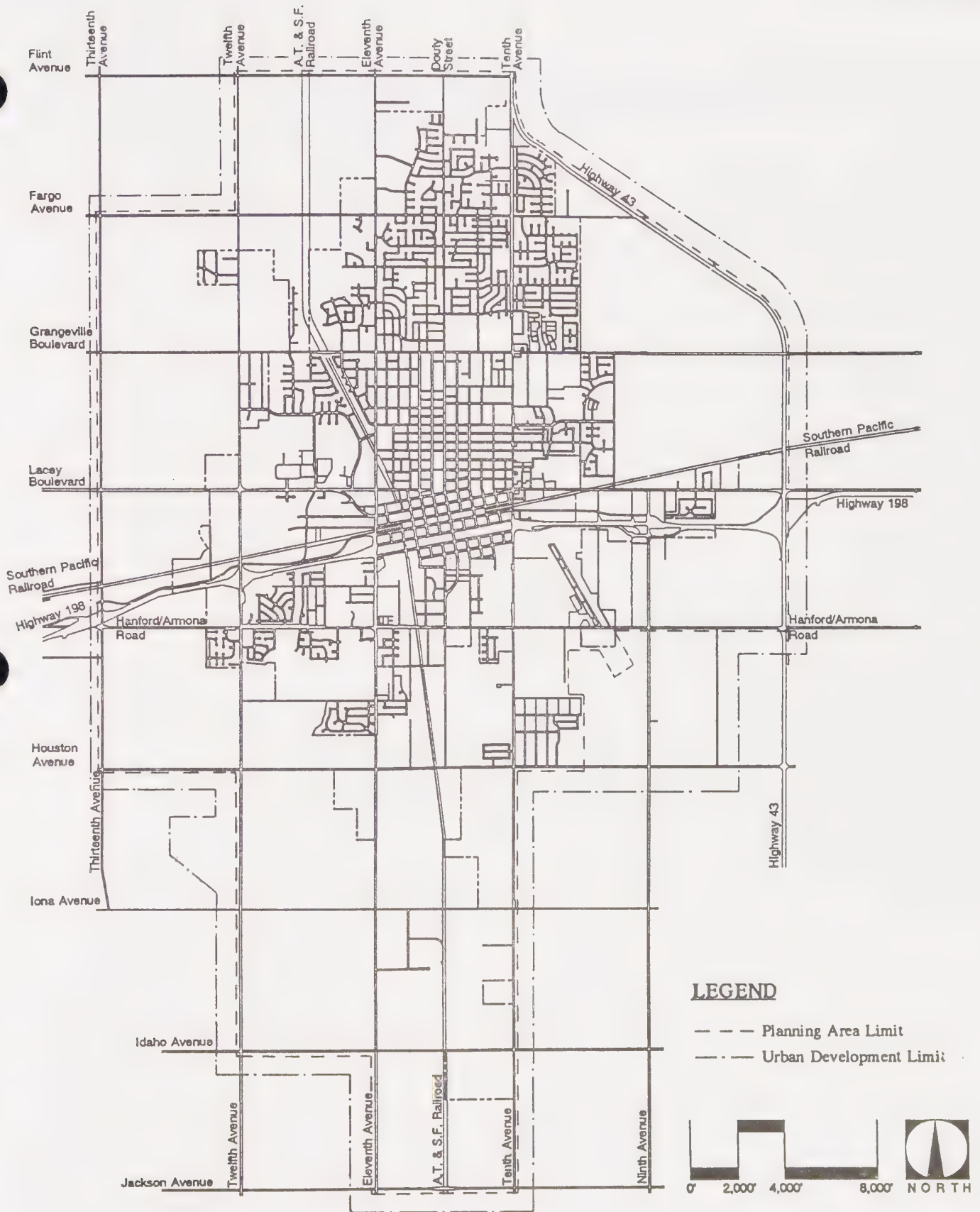
These issues are addressed within the overall context of recognizing existing and potential opportunities and constraints for Hanford. The availability of public services and facilities, the existing pattern of land uses, availability of vacant land, and the natural environment all factor into the approval of new development.

PLANNING HORIZON

The planning area considered for the Hanford General Plan Update comprises approximately 27.25 square miles (17,440 acres) and generally extends from Flint Avenue to Jackson Avenue north and south, and Highway 43 and 13th east and west. [Please refer to Figure LU 1]

As used in this General Plan, the term 'planning area' means the ultimate urban boundary of the City. No specific time limits are implied or set as the interval between the existing City and reaching the ultimate urban boundary. The planning area was developed to provide a regional perspective for future development. Generally, the intent of this Plan is to see 20 years into the future to help guide decisions today regarding proposed development. It is recognized that the plan will, and should be amended to reflect regional and local changes.

The Land Use Diagram depicts an Urban Limit Line which represents an ultimate limit of urban growth, not necessarily within the 20 year planning horizon. The Objectives and Policies of this element keep Hanford's urban development confined within these boundaries.



GENERAL PLAN AREA MAP

FIGURE LU-1

Population Growth

Table LU 1 presents a projected population growth to the year 2020 based on a number of assumptions, including an average estimated 2.6% growth rate per year.

A full detail of growth projections is provided in Appendix A. Based on the projected population growth, Table LU 2 estimates the residential and non-residential acres of land needed to accommodate the population forecast.

Table LU-1**Population Forecast to 2020**

Year	Population	Cumulative
1995	35,996	1,802
2000	40,928	6,734
2005	46,536	12,342
2010	52,910	18,716
2020	68,399	34,205

Table LU-2**Land Needed to Accommodate Forecasted Growth**

Year	Residential ¹				Non-Residential ¹			Total ¹
	Low Den.	Med Den.	Reserve	Total Res.	Com/Ind.	Public	Total Non Res.	
1995	164	21	93	278	65	37	102	380
2000	470	60	265	795	185	105	290	1,085
2005	815	105	460	1,380	322	183	505	1,885
2010	1,208	156	682	2,046	477	272	749	2,795
2020	2,159	281	1,220	3,660	852	488	1,340	5,000

¹ Cumulative Acres

Assumptions used to generate the projected number of acres of residential and non-residential land are as follows:

- 2.84 Persons per single family unit
- Average of 4.0 single family units per acre
- 2.5 Persons per multiple family unit
- Average of 15 multiple family units per acre
- 70% of population increase will live in single family units
- 30% of population increase will live in multiple family units

- 35% of City is non-residential (industrial or commercial)
- 20% of City is public land needs (streets, schools, parks, etc.)
- 50% reserve acreage (residential) to ensure land for development

LAND USE CLASSIFICATIONS

To meet the requirements of State Law, and to simplify the planning process, all land within the Urban Limit boundary of the General Plan is provided with a General Plan Land Use Designation and indicated on Figure LU-3, **City of Hanford Land Use Map** (Please See Pocket at end of document). The classifications of land are adopted as General Plan Policy and are intentionally broad to allow flexibility in project planning. This also allows more than one zoning district to be consistent within a single Designation.

Residential Standards

The Land Use Element must also establish standards of population density and building intensity for each Land Use classification. These figures are stated as 'average' housing units per gross acre; population density is obtained by applying average persons per households as set from time to time by the State Department of Finance. Because these numbers are averages, they are stated in ranges to allow for a variety of development to be consistent with the plan. Also, since the City can not regulate the number of persons per family, the ranges provide a means to ensure that most services can be set appropriately.

Non-Residential Standards

Floor Area Ratios [FAR]

For non-residential uses, the Plan specifies a maximum permitted ratio of gross floor area to site (Floor Area Ratio or FAR). The FAR is intended to regulate bulk while allowing flexibility in determining the height and placement on the lot consistent with the City Zoning Ordinance. In some cases the FAR is set to allow flexibility in the Downtown Area, and development outside of the downtown will be held to a different standard. For example, a 10,000 square foot property with a FAR of 1.0 would be permitted to have a maximum 10,000 square foot building. Required setbacks, height of structures, parking and landscaping would affect total lot coverage. Figure LU-2, depicts different FAR configurations considering variables such as off-site parking.

ZONING CONSISTENCY

While the Land Use Element specifies a range of unit densities per acre, the City Zoning Ordinance regulates lot size standards within the permitted density range. Under a given Land Use Designation, several different development zones may be appropriate. Table LU 3, provides a listing of typical Zoning Districts for each General Plan Land Use Designation. The City of Hanford Zoning Ordinance is, in most instances, hierarchical in that uses of a lower intensity zone are often allowed in the next more intensive zone. To allow for this, the

residential unit per acre ranges overlap slightly as do the floor area ratios for commercial and industrial Designations.

Density-Intensity

The density/intensity standards described in the General Plan do not guarantee that development projects will be approved at the maximum density or intensity specified for each classification.

The existence of one or more development constraints could limit the density or intensity of development to less than projected in the

General Plan classification. Typical examples of such development constraints include, but are not limited to: drainage issues, archaeological sites, wetlands and stream courses, easements, noise constraints, other environmental factors, community design requirements, and zoning regulations.

**Figure LU-2
FAR Depiction**

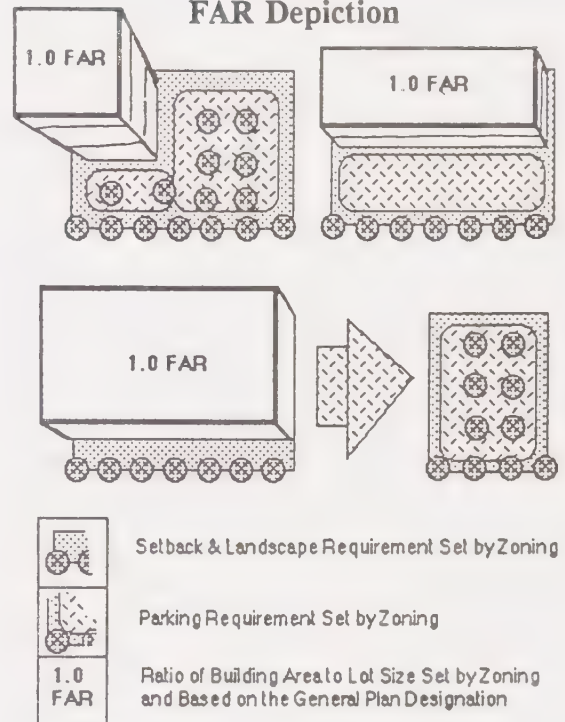


Table LU 3 shows gross density standards for residential Designations and FAR standards for non-residential Designations. Assumed averages for residential classifications are listed in the following descriptions.

Minimum Density Standards

Each element of the General Plan depends on the other for data when planning for the future. Assumptions made in the Land Use Element concerning units and intensity of development, are used in the Public Facilities Element to determine water and sewer need. Similar information is used to calculate potential traffic demand, park and open space needs and police and fire personnel staffing levels. In order for financing and improvement plans to function properly, it is important that a range of development be considered, and that development *actually occur* within the specified density and/or intensity range. To ensure this, the Land Use Element establishes a policy that sets a minimum density range for a given Designation. Densities lower than the minimum Designation may be permitted only under special

circumstances. Criteria for consideration of the special circumstances is specifically established in the Zoning Ordinance, but generally include:

Table LU-3

*Density - Intensity &
Zoning Consistency*

Land Use Designation	Unit Density			FAR			Coverage	Pop.	Typ. Zoning*	Min. Lot Size square feet	Notes
	Min.	Typ.	Max.	Min.	Typ.	Max.					
VLD Very Low Density	0	2	3				40.00%	10	R-1-20	20,000	One house per lot
LD Low Density	2	5	9				40.00%	30	R-1-12	12,000	One house per lot
									R-1-8	8,000	One house per lot
									R-1-6	6,000	One house per lot
MD Medium Density	7	12	15				50.00%	30	RM-3	6,000	3,000 sqft. of lot area per unit
HD High Density	10	15	22				60.00%	45	RM-2	6,000	2,000 sqft. of lot area per unit

Land Use Designation	Unit Density			FAR			Coverage	Pop.	Typ. Zoning	Min. Lot Size square feet	Notes
	Min.	Typ.	Max.	Min.	Typ.	Max.					
OR Office/Residential	4	15	22	0.25	0.60	1.00	100.00%	45	OR	6,000	PO, 9-4.901
DC Downtown Commercial	4	15	22	0.50	1.00	3.00	300.00%	45	DC		New Classification
MC Mixed Commercial	4	15	22	0.25	0.40	0.50	50.00%	45	MC		New Classification
O Office				0.25	0.50	0.80	80.00%		O	20,000	New Classification
NC Neighborhood Commercial				0.25	0.40	0.50	50.00%		NC	0	CN, 9-4.1102
CC Community Commercial				0.25	0.40	0.75	75.00%		CC	0	CC, 9-4.1103
SC Service Commercial				0.25	0.40	0.50	50.00%		SC	0	SC, 9-4.1104
RC Regional Commercial				0.15	0.40	0.75	75.00%		RC	10 Acres	RC, 9-4.1103.5
LI Light Industrial				0.25	0.50	1.00	100.00%		LI	0	IL, 9-4.1202
I Industrial				0.30	0.50	2.00	200.00%		HI	0.5 acre	IH, 9-4.1203
PF Public Facilities				0.10		1.00	100.00%		PF	0	PF, 9-4.1001
OS Openspace				0.01		0.10	10.00%		OS	0	RCO, 9-4.401
AG Agriculture	0	0.01	0.05	0.00	0.01	0.05	5.00%	5	AG	0	New Classification
UR Urban Reserve	NA	NA	NA	NA	NA	NA	NA	NA	UR		UR, 9-4.501

- Determination that the lower density will not cause shortfall in any assessment district, reimbursement agreement or other fee program implemented by the City.
- That design of the project addresses noise, traffic, and access within the confines of the project.
- That adjacent land uses, existing or planned, are not significantly impaired, or prohibited, as a result of the lower density/intensity.

For the first few years, this policy will have little effect on development patterns. It is intended to protect the city from having to fund shortfalls in reimbursement or financing mechanisms over the long term. The policy also ensures that at least some of the medium to high density property is available for construction near public services and not converted to low density uses simply as a result of short term market influence.

Planned Development Zones

Through the Planned Development process, a project proponent can approach the City with a concept that may change or remove many of the conventional zoning restrictions. In a planned development proposal, housing units could be clustered around large open space areas or other development amenities resulting in higher localized densities, so long as the average density for the entire project site does not exceed the General Plan Land Use Designation density maximum.

If the City agrees to the concept, the project specific Planned Development zoning can be approved. A Planned Development zone will be necessary to achieve the higher density ranges shown in Table LU-3. The City has established a list of expected project components necessary to initiate discussion on Planned Development applications. The Zoning Ordinance also contains a specific list of issues that the project proponent must address in a Planned Development application. Generally they include:

- Overall density and intensity of the project
- Design of the project components including bulk of buildings, varying setbacks, architectural features, parking and storage requirements
- Access requirements
- Impact on surrounding uses
- Incorporation of amenities into the project to off-set any reduction in yard areas
- Timing of Development

It is not the intent of the City to use the Planned Development process as a means of reducing lot sizes, or other development standards, without some amenities and control over the design of the project.

Residential Designations

The Land Use Element and Diagram include six residential categories that range in density and intensity from a maximum of three units per acre up to 22 units per acre. These categories are intended to:

- Identify land throughout the planning area which is acceptable for housing; and,
- Clarify the overall type of housing to be developed within each category; and,
- Allow for a mixture of housing types, lot sizes and affordabilites.

Each residential category includes a unit per acre minimum and maximum density specified in a range of housing units per gross acre. Units per gross acre is used because it is easier to understand and convey. Types of housing include single family units and multiple family units including duplexes and apartments.

VLD, Very Low Density Residential: 0-3 dwelling units/gross acre

This category is characterized by larger 'estate-style' lots for single family residential development. Typical lot sizes would range from 15,000 to 20,000 square feet or greater. Except in extraordinary circumstances it is not envisioned that lots greater than 1 acre would be appropriate within the City limits due to restrictions on the types of activities usually desired on lots over an acre. Exceptions are where adjoining public facilities such as wastewater treatment facilities, or other environmental factors such as noise buffers may require a substantial space buffer between the facility and residential uses.

LD, Low Density Residential; 2-9 dwelling units/gross acre

This category includes single family development on lot sizes more typically found in urban settings. Individual lot sizes would usually range from 6,000 to 12,000 square feet in size. Under a Planned Development Zoning provisions, smaller lot sizes may be permitted when clustered around open space amenities, such as a golf course or lake.

MD, Medium Density Residential: 7-15 dwelling units/gross acre

This Designation allows duplex or lower density apartment complexes and other non-traditional designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. When new lots are created by the parcel map or subdivision process, the minimum lot area is to be 6,000 sq.ft. and the number of units per lot is based on 3,000 square feet of area for each dwelling unit. Existing nonconforming lots can also be developed at 3,000 sq.ft. of lot area for each dwelling unit. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

HD, High Density Residential: 10-22 dwelling units/gross acre

Intended primarily for multi-family apartment and condominium development in proximity to major arterial streets, commercial and recreational facilities, and employment centers. When new lots are created by the parcel map or subdivision process, the minimum lot area is to be 6,000 sq.ft. and the number of units per lot is based on 2,000 square feet of area for each dwelling unit. Existing nonconforming lots can also be developed at 2,000 sq.ft. of lot area for each dwelling unit.

Downtown Designations

In order to preserve the integrity of the downtown, and encourage its continued vitality and economic strength, specialized land uses and development approval procedures have been adopted. The following Land Use Designations are typically found only within the boundaries of the of the downtown business district.

The Downtown Business District generally includes the Central Parking and Business Improvement Area and extends between the Atchinson, Topeka, and Santa Fe Railroad right-of-way on the west, Highway 198 on the south, 10th Avenue on the east, then on Ivy street to Harris, up to Elm then south along Redington to Ivy west on Ivy to Park, then south on Park to the AT&SF railroad tracks.

OR, Office Residential 0.25 - 1.0 FAR [4-22 Units/Acre]

Surrounding much of the historical downtown are older homes that may no longer function as conventional single family units. Many of these structures are large and have stunning architectural features that add significantly to the atmosphere of the downtown. To encourage the preservation of these structures, the Office Residential Designation allows for either office or residential uses *and* a mixture of offices and residential uses in these structures. The higher FAR of this

Designation is intended to encourage development of second, and subsequent floors above existing commercial uses. Construction of major new office buildings requiring a parcel exceeding 20,000 square feet will be discouraged in the OR Designation, and instead focused in the Office land use designation. A typical FAR in the OR is 0.6.

DC, Downtown Commercial/Mixed Use 0.5 - 3.0 FAR [4-22 Units/Acre]

The Commercial Core is also located in the City's Downtown District. However, this area has its own unique character as a pedestrian-oriented, concentrated area of retail, service and office uses. Future development should enhance the vitality of the Downtown District. Over time the Downtown District will evolve into a more unique and focused commercial and entertainment center of the community while retaining a mix of commercial and residential uses. Multi-family residential may also be permitted in DC. The Zoning Ordinance governs the permitted uses in this area and, where appropriate, design and preservation requirements within the Historic zone. Higher intensity development should be encouraged in the DC than in the other areas of the City. Public parking availability and access are essential for full development of the downtown area. A Master Plan or Specific Plan may be prepared to guide development and apply exceptional standards where desirable. Ultimately the FAR and use may be constrained by the amount and location of available parking, particularly with major office development. A typical FAR in the DC is 1.0, however, FAR's in the DC may be as high as 3.0.

***Commercial &
Industrial Designations***

Specific land uses described in each Designation are cited as examples of typical uses and should not be considered a comprehensive list of allowable or conditional uses. The Zoning Ordinance establishes allowable uses, uses approved through administrative action, and conditional uses for each zone classification. Both a range of Floor Area Ratios, FAR, and typical FAR's are provided for each Land Use. Typical FAR's are used to calculate anticipated employment generation, lot coverage and land need.

O, Office 0.25 - .8 FAR

This Designation is intended for large non-retail, business and professional offices. Unlike the OR Designation, no residential uses would be permitted within a O Designation. Further, new O site designations should be 20,000 square feet or larger in size to encourage smaller offices to locate downtown. A typical FAR for this Designation is 0.5.

NC, Neighborhood Commercial: 0.25 - 0.5 FAR

This Designation includes convenience commercial and neighborhood shopping centers providing a range of necessary day-to-day retail goods and services serving a localized market. Neighborhood Commercial Centers are typically developed at about one mile intervals on a single corner of the intersection of Collector Streets, or Arterial and Collector Streets. Development is limited to major anchor uses not exceeding 45,000 square feet such as a supermarket, with other supporting services such as drugstores, laundromats, barber and beauty shops, restaurants, auto parts stores, service stations, and other similar uses to serve the day to day needs of the surrounding residential development. Street and parking lot landscaping shall integrate the site with the balance of the neighborhoods. This Designation is intended for parcels no larger than 5 acres in size. A typical FAR for this Designation is 0.4.

MC, Mixed Commercial [4-22 Units/Acre] 0.25 - .5 FAR

The Designation is intended to allow a mixture of small commercial, office, and multi-family uses along the 10th Avenue corridor between Grangeville Blvd. and Lacey Blvd. It is not anticipated that additional MC Designations will be created at any other location. This is a special Designation distinct to this corridor which is in transition from older existing residential uses to commercial uses. Special design considerations are necessary because of existing lot depth, limitations of direct access to 10th Avenue, and right-of-way requirements for the future widening of 10th Avenue. A typical FAR for this Designation is 0.4.

CC, Community Commercial: 0.25 - .75 FAR

This Designation includes a variety of commercial uses that serve both a large local area and, to some extent, the region. Typically, CC development is integral to, and forms a commercial concentration with, surrounding offices, possibly regional commercial uses, and higher density development served by a combination of Collector and Arterial streets. New CC development would include multiple anchor tenants such as a large grocery-drugstore combination. There would also be a larger number and/or variety of smaller tenant stores. Street and parking lot landscaping shall be installed and maintained to promote a pleasing visual environment. New CC Designations on the land use map would typically be less than 30 acres in size and located at major arterial intersections. A typical FAR of approximately 0.4. Existing CC sites, typically in the downtown area or surrounding fringe, could be as small as 6,000 square feet.

SC, Service Commercial: 0.25 - 0.5 FAR

This Designation includes a broad range of commercial activities which can include freeway (travel) oriented businesses, businesses which have both retail and service components, and other businesses which can be located in a commercial area and not create a nuisance or interfere with normal commercial activities. Where heavier Service Commercial uses are proposed they may require site specific review through a Conditional Use Permit process. The Zoning Ordinance will define criteria for those types of Service Commercial uses which will ordinarily require a Conditional Use Permit. Among typical Service Commercial uses are auto sales, motels, restaurants (including fast food), service stations, auto repair, building material supply, warehousing, wholesale trade, contractors, suppliers, equipment yards, and other similar uses. Also included in this definition are business parks which are designed as clusters of buildings containing offices, warehouses and storage areas. Business parks should be master planned to include extensive landscaping and screening from surrounding uses. Uses within this Designation would usually be conducted entirely within a building, with outside storage screened and/or blocked from public view. Outside storage of unprocessed raw material or large industrial equipment would not be appropriate in a SC area. SC designated areas could range in size from 6,000 square feet to 20 acres with a typical FAR of 0.4.

RC, Regional Commercial: 0.15 - .75 FAR

This Designation includes regional shopping centers, highway oriented retail and service uses, and commercial recreation. Regional shopping centers are intended to address market needs beyond the city limits. Several major anchor tenants, along with supporting uses, would be expected at a regional center. Newly designated RC areas would be located adjacent to major traffic arterials, expressways, highways and/or freeways. Due to the nature of RC Designations, the City will encourage master planning of all RC sites without regard for property lines within the designated areas. At a minimum master plans would indicate potential pad sites, and orientation of buildings, phasing of development, circulation and access from streets and interconnections between sites, utility connections, landscaping, and parking to be constructed. Street and parking lot landscaping shall be installed and maintained to promote a pleasing visual environment. The appropriate time for master planning of RC designated areas would be at rezoning, annexation, parcel split and/or subdivision of the property. New RC designated areas could range between 20 and 100 acres in size with a typical FAR of 0.4.

LI, Light Industrial: 0.25 - 1.0 FAR

This Designation is intended for light industrial operations, and could include large office uses. Uses may include light manufacturing, warehousing, public and quasi-public facilities and operations, offices and administration facilities, research and development, and support business and commercial facilities. These areas are characterized by high truck traffic, greater employment density and significant on-site material storage needs. Uses would be conducted mostly within buildings or structures with some outside storage or activity permitted. Light Industrial Designations are appropriate between residential and other heavier industrial uses, or commercial and heavy industrial uses where minimal environmental conflicts can be demonstrated between the use and adjacent residential development. To the extent allowed by parcels, development within this Land Use is typically characterized by landscaped street frontages and a business park setting. A typical FAR for this Designation is 0.5 although, with some intensive office-warehouse type of use, the FAR could be as high as 1.0.

Uses not permitted within this Designation are those that require open air storage of large quantities of raw, or semi-refined products. Retail uses are discouraged in this category, but may be permitted as a supplemental use to a permitted use.

HI, Heavy Industrial: 0.3 - 2.0 FAR

This Designation provides for industrial parks, manufacturing, truck terminals, public or quasi-public facilities and structures, including utility operations, fabrication, processing, assembling, warehousing, wholesale sales, research and development activities. This Designation differs from Light Industrial in that outside processing and storage of materials may be permitted. Incidental retail uses which have a direct relationship to the industrial use or meet the day to day needs, such as food and fuel, of employees working in the Industrial area. Due to potential land use conflicts, Heavy Industrial designated lands should be buffered from residential and commercial uses by either LI or SC designated areas, or large open spaces. Care needs to be taken in designating new areas of HI so that new conflicts are not created. However, effective FAR may be limited because of airport safety height regulations. A typical FAR for HI development would be 0.5, but could range as high as 2.0 if large amounts of office, manufacturing or warehousing space is required.

Other Land Use Designations

Other land use Designations are used by the City to identify public facilities, or land that is not intended for intensive development. This includes agricultural land, and land belonging to another governmental

agency over which the City has limited land use control. Examples of this include schools and the county office buildings.

PF, Public Facilities: 0.10 - 1.0 FAR

This Designation includes schools, community parks, storm drainage basins and other similar activities conducted on property owned by the County or other State, Federal or local agencies. While larger public facilities are identified as PF, smaller facilities such as lift stations, water wells and substations, etc., can be located in any Land Use Designation. Due to the nature of this Designation there is no way to determine a typical FAR.

OS, Open Space & Conservation: 0.01 - 0.1 FAR

The Open Space & Conservation Designation identifies parks, pathways, storm drainage basins and water recharge areas, reservations for future freeway interchanges, areas designated for noise attenuation, and major landscape corridors along entryways into the City. While the OS Designation is intended primarily for public agency use, there are instances when private land may be designated OS. These would include land with storm drainage or other open space 'easements' or private environmental reserves. As with the PF Designation there is no typical FAR however, it is expected to be very low.

AG, Agriculture: 0.01 to 0.05 FAR

Agricultural Land Use Designations are limited in scope and purpose within the City. The primary reason for the Designation is to provide a buffer between sensitive and potentially conflicting land uses. A good example of the application of this Designation is the Hanford Airport runway approach and clear zone. Another purpose for the Designation is to allow for the annexation of land to the City on which a Williamson Act Contract is still active. The typical FAR portrays large acreage with a single primary dwelling and associated out-buildings.

UR, Urban Reserve

The Urban Reserve prefix is applied to land within the City's Urban Limit boundary which has an underlying Land Use Designation in the General Plan. Development of the land is either not anticipated within the planning horizon, or has significant infrastructure constraints which must be addressed prior to moving the projected development threshold. Removal of the UR Designation in the industrial area should be based on the need for large sites and meeting the specific infrastructure needs of major employers for the City of Hanford. UR Designations for

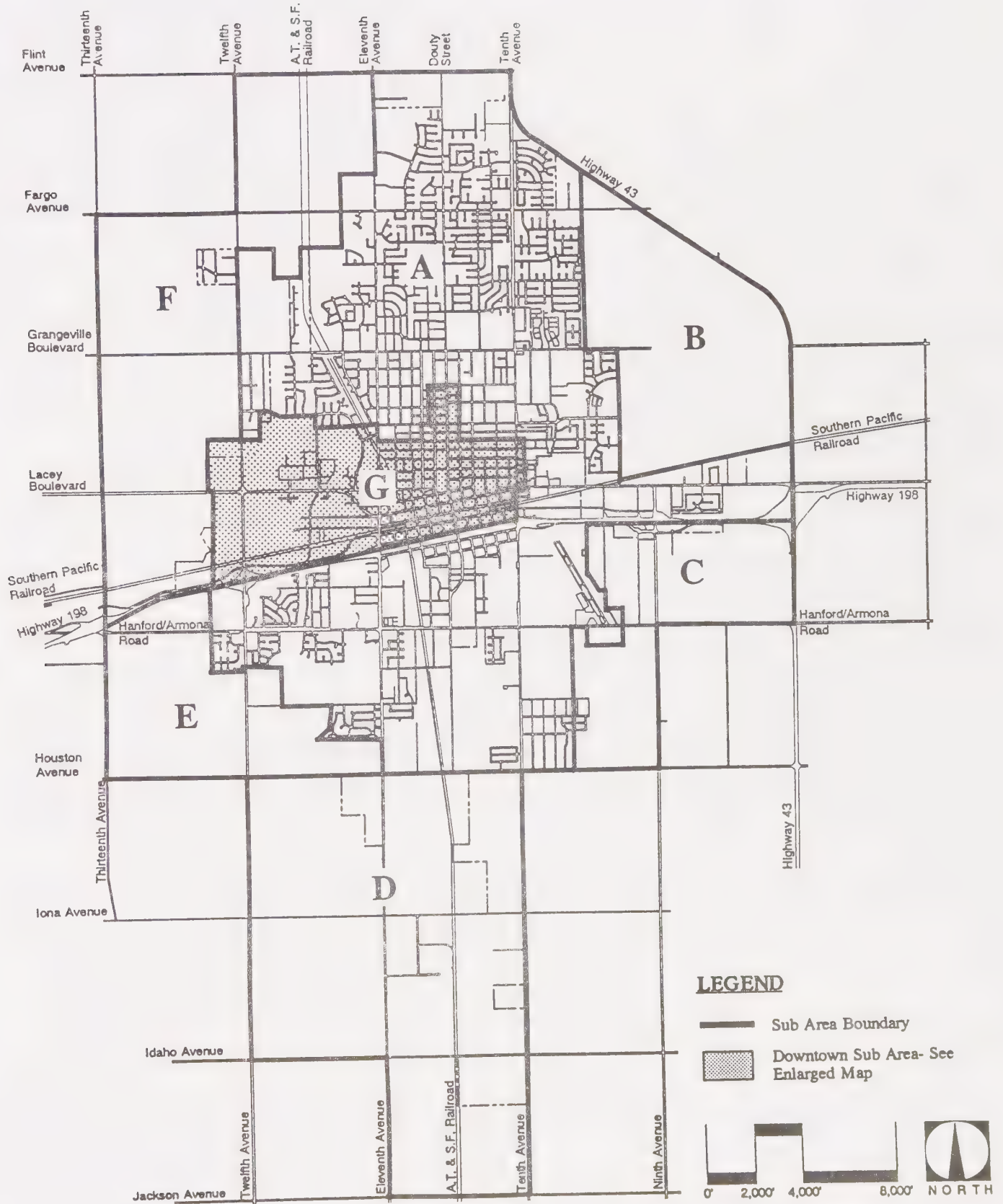
residential and commercial areas promotes efficiency, and cost recovery of existing capacity in infrastructure systems before expanding or creating new competing systems.

Planning Areas

The City of Hanford has been divided into seven Planning Areas (A to G) for the purposes of discussion and definition, see Figure LU-4. Within the Commercial Core Planning Area (Area G) four sub-areas have been established, see LU-5.

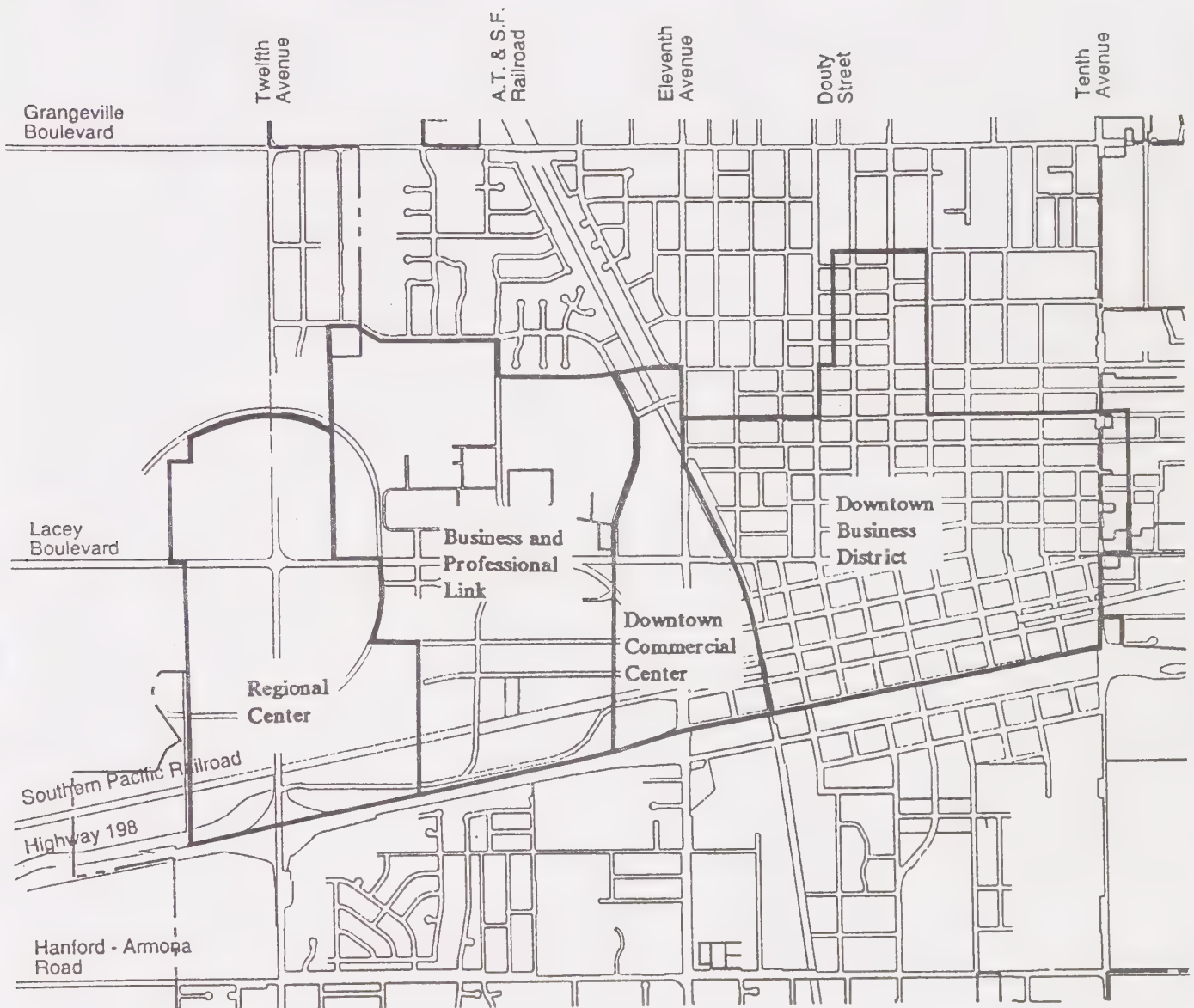
Because each planning area has its own set of opportunities and constraints, growth will occur at different times. These opportunities and constraints are summarized in the Planning Area descriptions and detailed information is provided in the Technical Appendix of the General Plan.

- Area A** This area covers the existing developed City, and vacant land within the City Limits. In addition, there are some areas which are outside the City limits that include: developed unincorporated areas east of 10th Avenue; undeveloped areas between the City Limits and Flint Avenue on the north; some undeveloped and developed unincorporated areas on the west along 12th Avenue; some undeveloped and developed unincorporated areas in the south between Highway 198 and Houston Avenue. This area excludes the Commercial Core (Area G).
- Area B** This area encompasses the unincorporated agricultural land in the unincorporated territory between Area A and Highway 43, and the Southern Pacific Railroad right-of-way on the south.
- Area C** This area is unincorporated land generally located east of the Hanford Airport between Highway 198 on the north, Highway 43 on the east, and Houston Avenue on the south, and includes agricultural land and some larger ranchette residential parcels.
- Area D** The Planning Area contains land in the City Limits and also incorporated territory in the Kings Industrial Park, the City's wastewater treatment plant, and agricultural land south of Houston Avenue, east of 12th Avenue, west of 10th Avenue, north of Jackson Avenue.
- Area E** This area is located south of Highway 198, east of 13th Avenue, north of Houston Avenue, and west of Area A. This Planning Area contains agricultural land in the incorporated territory.



PLANNING AREAS MAP

FIGURE LU-4



LEGEND

— Sub Area Boundary

Scale
0 1,000 2,000 Feet



PLANNING AREA G DETAIL

FIGURE LU-5

Area F This area includes unincorporated territory north of Highway 198, east of 13th Avenue, south of Flint Avenue, and west of Planning Area A. This area contains mostly agricultural uses with some residential development above Grangeville Road.

Area G This Planning Area is the Commercial Core of Hanford. It has been divided into the following four sub-areas:

Downtown Business District - The Downtown Business District generally includes the Central Parking and Business Improvement Area and extends between the Atchinson, Topeka, and Santa Fe Railroad right-of-way on the west, Highway 198 on the south, 10th Avenue on the east, then on Ivy street to Harris, up to Malone then south along Redington to Florinda, west on Florinda to Park, then south on Park to the AT&SF railroad tracks. [Please see Figure LU-5]

Downtown Commercial Center - This area is west of the Atchinson, Topeka, and Santa Fe Railroad right-of-way, north of Highway 198, west of Greenfield Avenue and includes both sides of 11th Avenue and Gardner Avenue, and tapers to a point above Elm Street. This area contains the former Kings Mall area and other community commercial uses.

Business and Professional Link - Uses within this area includes the Kings County Government Center, Hanford Community Hospital, West Campus of Hanford High School, and other office and commercial development. The area is described a link because it ties together the Downtown Business District and Commercial Center with the regional commercial center at the intersection of 12th Avenue and Lacey Blvd. Lacey Blvd. runs east and west through the center of this area. The area is generally bounded by Highway 198 on the south, Greenfield and the Downtown Commercial Center on the east, the northern property lines of the High School and Kings County Government Center (including expansion) on the north, and Mall Drive Street (and future extension of this "ring road") on the west.

Regional Center - This sub-area includes the Hanford Mall and other major regional shopping uses. The center of the area is the 12th Avenue/Lacey Blvd. intersection. The area extends from Mall Drive and the extension of the "ring road" on the east and north, to Highway 198 on the south. The western boundary is formed by Planning Area F.

GOALS The goals of the Land Use Element are to:

- ☐ **Preserve and Enhance the Quality of Life for Hanford Residents without significant degradation to the natural or man-made environment.**
- ☐ **Provide for a Balance of Housing, Public Services and Facilities, and Jobs for all who Choose to Live in Hanford.**
- ☐ **Revitalize and Preserve the Historic Character of the Original Townsite while Planning for Growth to Support Increases in the Demand for City Services.**

***Objectives Policies &
Programs***

Residential Development

The following objectives, policies, and programs relate directly to residential uses.

OBJECTIVE LU 1

Maintain a balance between the cost of providing efficient community services and the benefits associated with continued growth.

POLICY LU 1.1

Development proposals shall be reviewed to ensure that impact on public services and facilities, and significant environmental impacts have been mitigated to the extent feasible.

Program LU 1.1-A (AQ)

Maintain, and update as required, master plans for water, sewer, drainage, circulation, parks and recreation, and public facilities including fire stations.

Program LU 1.1-B

The City shall adopt a Capital Improvement Program that addresses the short- and long-term infrastructure needs of the City. The Capital Improvement Program shall identify funding sources including assessment districts, general fund, grants, state subventions and fees available to fund the projects.

Program LU 1.1-C

The City shall prepare and maintain a development fee structure which provides revenue to off-set infrastructure costs and implement the Capital Improvement Program.

Program LU 1.1-D

Prepare, adopt, and maintain a parks and open space program which identifies locations, improvements, and cooperative agreement participation with other public agencies such as school districts or Kings County for the operation and maintenance of those areas.

POLICY LU 1.2 (AQ)

Development in Planning Area B is considered premature until the sewer master plan is implemented and traffic capacity issues have been addressed with the adoption of an implementation plan.

OBJECTIVE LU 2

Develop and maintain a pattern of residential land uses that provides for a variety and balance of densities and intensities and a mixture of different dwelling and tenure types.

POLICY LU 2.1

Residential development shall be consistent with the density ranges included in Table LU-3. Lower densities may be permitted when the City makes all of the following findings:

- A. That the development is be compatible with the surrounding neighborhood and will not have a detrimental effect on existing or future higher intensity land uses such as commercial, multi-family housing, or circulation and transportation systems.
- B. That the development will contribute to infrastructure development in an amount equal to the density assumed for the area in the preparation of infrastructure plans or fee schedules.
- C. That the reduction in density is reasonable to achieve superior quality development with respect to site planning and open space recreation facilities and/or the preservation of natural resources such as mature trees, sloughs, or habitat areas.
- D. That the density reduction will not prevent the City from achieving its goals for low and moderate income housing as described in the Housing Element.

POLICY LU 2.2 (AQ)

Very low density residential development shall be required near the urban limit line to provide a transition between agricultural or rural areas and urban development.

POLICY LU 2.3 (AQ)

Infrastructure master plans shall limit system design near the urban limit line to provide only enough capacity for very low density development.

Program LU 2.3-A (AQ)

Sewer and water infrastructure shall be limited in capacity to serve only very low density development in the areas approaching Flint Avenue and 13th Avenue.

Program LU 2.3-B (AQ)

Water and sewer systems shall not be oversized or stubbed out to extend east of Highway 43.

OBJECTIVE LU 3

Provide single family residential neighborhoods with a variety of cost ranges dispersed throughout the City.

POLICY LU 3.1

New infill development shall conform to the character, density and scale of existing residential neighborhoods.

POLICY LU 3.2

Large single-family residential developments shall include a mixture of density and dwelling types, consistent with the land use Designation and density range.

Program LU 3.2-A (AQ)

The City shall encourage Master Plans and Specific Plans which contain density bonus areas that are tied to open space or other public amenities.

Program 3.2-B

The City shall amend its zoning ordinance to provide for the averaging of density and intensity of development across a parcel, or across several parcels, in conjunction with an amenity such as a golfcourse, lake or park.

POLICY LU 3.3 (AQ)

The City will consider density bonus of up to 20% above the maximum density for residential designs which provide a variety of lot sizes and prices tied together with open space or other public amenities. Density bonus projects require a Planned Development Zoning approval.

Program LU 3.3-A (AQ)

The City shall develop guidelines and criteria for the implementation of the design density bonus program for projects greater than 40 acres in size.

OBJECTIVE LU 4

Provide multi-family ownership and rental units in a variety of cost ranges dispersed throughout the City.

POLICY LU 4.1

Encourage the development of a variety of higher density multi-family residential uses in an attempt to maintain 30% of the total housing stock as multi-family units in the City.

POLICY LU 4.2 (AQ)

Multi-Family development shall be planned near existing or projected neighborhood commercial facilities and served by collector or arterial streets.

POLICY LU 4.3

Mobile home parks shall be considered multi-family residential Land Uses. High standards of development and maintenance with respect to the provision of recreation and open space, landscaping and exterior appearance of the development shall apply.

Program LU 4.3-A

The City shall develop design and development standards for mobile home parks.

OBJECTIVE LU 5

Encourage special residential opportunities to meet the needs of the City's residents.

POLICY LU 5.1 (AQ)

Special residential land uses, such as senior housing, shall be distributed throughout the City to assure their accessibility to activity centers and shopping areas, and to provide the option of continuing to reside in neighborhoods of mixed economic, ethnic and age groups.

POLICY LU 5.2 (AQ)

Senior residential housing projects proposed on the periphery of the developed area of the City shall be required to provide evidence of adequate and affordable special transportation, such as vans, as part of project development.

OBJECTIVE LU 6 (AQ)

Adopt design standards which encourage residential areas to have a "neighborhood orientation".

POLICY LU 6.1

New single family residences shall be constructed at a size and scale that is compatible with the size of the lot.

POLICY LU 6.2 (AQ)

New single family developments are encouraged to vary the front setback appearance of houses.

Program LU 6.2-A (AQ)

The City will amend the Zoning Ordinance residential setback requirements to allow main structures to be set closer to the street when the garage is constructed toward the rear of the lot as part of an overall neighborhood design program.

POLICY LU 6.3

Public facilities and other ancillary uses permitted in residential neighborhoods such as, churches or large day care centers, shall be designed to have a minimum negative impact on the neighborhood.

Program LU 6.3-A

Amend the Zoning Ordinance to provide design and development standards for public facilities public facilities and other ancillary uses in residential neighborhoods.

OBJECTIVE LU 7 (AQ)

Create an enhanced streetscape environment through the use of landscape standards and pedestrian access along arterials and collector streets.

POLICY LU 7.1 (AQ)

Arterial and Major Collector streets in residential and commercial areas shall be landscaped to promote an inviting tree lined street appearance.

Program LU 7.1-A (AQ)

The City shall adopt Streetscaping standards for Arterial and Major Collector Streets.

Program LU 7.1-B

The City shall investigate the creation of maintenance districts for the long term maintenance of the streetscape system.

POLICY LU 7.2 (AQ)

Where sound walls are required along arterial, major and minor collector streets, they shall be landscaped according to the Streetscaping standards adopted by the City, and where feasible combined with "daylighted" cul-de-sacs.

Program LU 7.2-A (AQ)

Include in subdivision design standards, guidelines which define design preferences, including sound walls and "daylighted" cul-de-sacs.

OBJECTIVE 8 (AQ)

Minimize conflicts between residential uses and other incompatible land uses.

POLICY LU 8.1 (AQ)

Appropriate buffers or other effective measures shall be included in development plans to ensure that conflicts such as noise, odor, light and glare, dust, or other potentially significant adverse environmental conditions are minimized.

Program LU 8.1-A (AQ)

Conservation/Open Space zoning shall be applied to undeveloped areas along railroad corridors, consistent with noise contours, to prevent encroachment of residential or other sensitive uses into that area.

The extent of the buffer area may be reduced by the installation of physical barriers which have been determined by the City to reduce potentially significant adverse environmental conditions such as noise exposure.

Program LU 8.1-B (AQ)

In order to protect industrial development from intrusion and negative impact of non-compatible uses, proponents of residential projects in proximity to heavy industrial uses or Land Use Designations shall be required to provide the City with a full and complete discussion that addresses their impact on the viability of the existing or proposed industrial development. These discussions shall include noise, hazardous materials, emergency response and evacuation, air quality, odors, light and glare, traffic, and aesthetics.

Program LU 8.1-C (AQ)

The City shall adopt a development plan which will allow the relocation of Peoples Ditch into the OS buffer adjacent to the A.T.&S.F. railroad right-of-way between Flint Avenue and Grangeville Blvd.

Program LU 8.1-D (AQ)

At the time of development proposal, the City shall evaluate the desirability of requiring large lot development, in combination with open space amenities adjacent to 13th Avenue, between Hanford-Armona Road and Houston Avenue. This evaluation should be focused on minimizing potential conflict with the Armona Wastewater Plant disposal ponds.

POLICY LU 8.2 (AQ)

New residential development on the fringes of the City shall recognize the right of agriculture to exist and continue to operate in proximity to the development. Deed restrictions may be required which inform future residents of the right of agriculture to continue within the limits of the law without interference or protest from nearby property owners.

Program LU 8.2-A (AQ)

Development proposals within 1/2 mile of the Urban Limit Line shall be required to address the potential conflict with neighboring agricultural uses, and the City shall determine whether there is sufficient cause to require Deed restrictions to protect the right of agriculture to continue.

POLICY LU 8.3

Proposed residential, commercial, and industrial uses shall be consistent with the Hanford Municipal Airport Plan.

POLICY LU 8.4 (AQ)

Home occupations may be permitted in residential areas where the use is clearly incidental and secondary to the use of the residence for dwelling purposes.

Program LU 8.4-A (AQ)

The Zoning Ordinance shall contain development standards for Home Occupations that are sensitive to traffic, noise, odor and other potential conflicts.

**Objectives Policies &
Programs**

Retail and Commercial Development

OBJECTIVE LU 9

Identify and plan for adequate land within the City for regional shopping locations which will:

- 1. Encourage regional retail shopping in Hanford;**
- 2. Conveniently serve current and future residential needs;**
- 3. Provide employment opportunities;**
- 4. Contribute to the attractiveness of the community;**
- 5. Be Served by arterial streets; and,**
- 6. Contribute to the City's tax base.**

POLICY LU 9.1 (AQ)

Developers of regional commercial uses shall be required to participate in funding transportation improvements that will be necessary to accommodate the level of activity anticipated. Transportation improvements may include construction of major streets, signalization, public transit operational improvements, freeway ramps, bridges, interchanges and other major improvements to the extent such improvements are necessary to serve the regional commercial uses.

Program LU 9.1-A (AQ)

Development conditions should reflect that elements of the City's Capital improvement program have been considered and contributions to implement the infrastructure projects are among the conditions of approval.

Policy LU 9.2 (AQ)

Sites for regional commercial uses shall be designated on the Land Use Map, and shall be limited to areas of approximately 1/2 mile around Lacey Blvd. and 12th Avenue, and a location near State Highway 43 and Grangeville Blvd.

POLICY LU 9.3

Regional commercial uses shall exclude full service banks, mortgage companies, loan offices, credit unions, and other similar financial institutions, except that "merchant banks" may be allowed.

POLICY LU 9.4

New development of existing small parcels in the Regional Commercial Designation must be consistent with a Specific Plan prepared for a larger complex, or if a plan does not exist it must be developed as if it were an out-pad of a larger complex. The design and development of the small parcel as an out-pad should not reasonably preclude the

effective and efficient design of a larger complex. Design of the small parcel should provide for parking that would eventually merge with future larger complex development, block walls or permanent fencing around the site will not be allowed, and that buildings constructed on the parcel are oriented as if were part of a larger complex located on an out-pad and not require direct street access to 12th Avenue or Lacey Blvd.

POLICY LU 9.5 (AQ)

Regional commercial development proposals near Highway 43 and Grangeville Blvd. should be contained in a Specific Plan which clearly defines the full extent of the project and demonstrates the availability of public services including sewer, timing and financing of improvements, as well as defining a build-out schedule based on market demand in Hanford and the region.

OBJECTIVE LU 10

Maintain the economic vitality of the Community Commercial Uses in the Commercial Core.

POLICY LU 10.1

Mixed Use Commercial development shall front onto 10th Avenue and shall not be developed along side streets.

POLICY LU 10.2

The City shall continue to pursue the establishment of a Project Area Plan for the Commercial Core and supporting areas.

POLICY LU 10.3

The City shall limit the existing "strip commercial" to areas along 10th Avenue between Lacey Blvd. and Grangeville Blvd.

Program LU 10.3-A

The City shall oppose all "strip commercial" development except along 10th Avenue in the unincorporated areas within the Urban Limit Line.

OBJECTIVE LU 11

Promote the vitality of the Downtown Business District by encouraging it to become a unique shopping district with a variety of retail sales, financial institutions, including full service banks, mortgage companies, and credit unions, restaurants, entertainment, public gathering facilities, offices, artisans, government offices, multi-family residential, and open space uses.

POLICY LU 11.1 (AQ)

The City shall work with the Hanford Downtown Improvement Association, Chamber of Commerce, and other interested groups to develop a Specific Plan for the precise planning and implementation of programs to support the continued evolution of the Downtown Business District.

POLICY LU 11.2

Mixed, and higher intensity, uses which support the overall intent of the Downtown Business District should be encouraged by the adoption of a flexible zoning district for the area.

Program LU 11.2-A

Amend the Zoning Ordinance to provide for a new Downtown Business District Classification which allows flexibility in the combination of uses including retail sales, restaurants, offices, entertainment, artisans, government offices, multi-family residential, and open space use consistent with an adopted Specific Plan.

Program LU 11.2-B

No new office buildings of more than 2 stories shall be constructed within Area G. All new office buildings shall be reviewed for physical compatibility with the surrounding neighborhood taking into consideration bulk, setbacks, parking requirements, landscaping and height of structure.

POLICY LU 11.3

In order to centralize banking and financial uses in the downtown area, the City shall discourage the location of new banking and financial without consideration of available space in the downtown area.

Program LU 11.3-A

Banks and other financial institutions will be considered conditional uses in community commercial designations and shall be a permitted use in the downtown commercial designation.

Program LU 11.3-B

New banking or other financial institutions outside of the Downtown Business District or Downtown Commercial Center shall only be approved if the following findings are made:

- 1. There is insufficient area in the Downtown Business to accommodate the proposed banking use.*
- 2. There is an 80 percent or greater occupancy rate for buildings in the Downtown Commercial designation that*

are suitable for banking or financial institution operations.

3. *The new bank is a "merchant bank" limited to 1,000 sq. ft. in size and provides for automated teller services.*

POLICY LU 11.4

Banks and other financial institutions are prohibited in the OR designation.

OBJECTIVE LU 12

Provide for a Business and Professional activity link along East Lacey Blvd, East Sixth Street and East Seventh Street between the Downtown Business District and Regional Center development at 12th Avenue and Lacey Blvd.

POLICY LU 12.1

A mixture of public and private office development with supporting retail should be developed between the Downtown Business District and the Regional Center to provide a location for private and public offices and services in the central area of Hanford.

POLICY LU 12.2

The Business and Professional activity link should be included in a Project Area Plan to ensure infrastructure is developed consistent with planned uses and existing residential uses are appropriately relocated or converted to appropriate business and professional uses.

POLICY LU 12.3

Office development in the Business/Professional Link shall provide comprehensive street and parking lot landscaping to ensure that the positive and inviting appearance is established for the area.

Program LU 12.3-A

The City shall adopt design standards for the street and parking lot landscaping within the Business/Professional Link. These standards may be associated with other similar standards prepared for the Commercial Core.

POLICY LU 12.4

Banks and financial institutions are prohibited in the O designation.

OBJECTIVE 13

Provide for sufficient area to expand a full range of Service Commercial uses within and near main highway corridors in the City.

POLICY LU 13.1

Service Commercial uses which may be incompatible with surrounding uses shall be evaluated to determine if the proposed location is appropriate because of noise, odor, traffic, hours of operation, lighting, and other similar concerns. Conditions of operation or special improvements may be required to ensure land use and environmental compatibility with surrounding uses.

Program LU 13.1-A

The City shall revise the Zoning Ordinance to provide for a Conditional Use Permit process to evaluate a range of potential Service Commercial Uses for appropriateness of location and to avoid conflict with existing and planned land uses which may be affected by such potential Service Commercial Use.

OBJECTIVE 14

Contribute to neighborhood identity by locating Neighborhood Commercial uses on major collector streets.

POLICY LU 14.1 (AQ)

Neighborhood Commercial sites shall provide neighborhood-oriented mixed uses that provide for convenience shopping and services.

POLICY LU 14.2

Neighborhood Centers shall be designed at a neighborhood scale and contribute to the visual value of the area.

Program LU 14.2-A

Site Plan review of Neighborhood Centers shall consider the following:

- 1. Location of ingress and egress in relation to surrounding uses and adjust those locations to minimize traffic conflicts.*
- 2. Promote comprehensive street and parking lot landscaping to ensure that the Neighborhood Center substantially contributes to the overall appearance of the area.*
- 3. Ensure that noise and lighting are not disruptive to adjacent uses, in particular delivery vehicles and drive through activities.*
- 4. Design of structures is in scale and architecturally compatible with the existing or planned surrounding uses.*
- 5. Street and parking lot landscaping shall integrate the site with the balance of the neighborhood.*

POLICY LU 14.3 (AQ)

Neighborhood Commercial sites are intended to serve the daily needs of a surrounding residential population base, and generally be located one mile from each other at the intersections of Major Collector streets or in

special circumstances at Arterial and Major Collector intersections. Special circumstances include the proximity of existing Neighborhood Commercial sites, projected land use, and location and configuration of Major Collector streets within the area.

POLICY LU 14.4

Neighborhood Commercial Designations shall be limited to a parcel or parcels which, individually or in aggregate, total between 3 to 5 acres. Small corner parcels containing only a convenience store shall be discouraged in favor of an integrated commercial development. Convenience stores which have been demonstrated by a project proponent to be an integral part of the overall Neighborhood Commercial development are acceptable.

Program LU 14.4-A

The City recognizes that Neighborhood Commercial developments will occur over time as economic conditions allow, however incremental development should not limit or preclude the integrated logical design of the full Neighborhood Commercial center. Where proposals are received by the City to develop only a portion of the Neighborhood Commercial Designation, that proposal shall be accompanied by a master plan which relates the proposed project to full build-out of the Neighborhood center and demonstrates how the incremental project fits with the overall circulation and parking, site layout, architectural design, and utility services plan for the center.

Program LU 14.4-B

Expansion of Neighborhood Commercial Designation to adjacent properties may be permitted if the following findings can be made:

- 1. The adjoining parcel is too small to reasonably support its current Land Use Designation;*
- 2. Expansion of the Neighborhood Commercial Designation would not significantly impact other adjoining uses; and,*
- 3. That the expansion will not place significant new demands on traffic or other existing infrastructure facilities.*

POLICY LU 14.5

Neighborhood Commercial sites shall only be located on one quadrant of a Major Collector intersection. A General Plan Amendment to relocate the Land Use Designation shall be accompanied by a full financial and market plan that convinces the City that the approval of the General Plan Amendment will actually result in a viable project within a reasonable time frame. The project proponent must demonstrate that the necessary financial resources are available, and that a market feasibility study and interested tenants will support the project.

OBJECTIVE LU 15

Ensure that all commercial uses contribute to the resolution of traffic, public transit, and parking impacts created by additional traffic demands generated by those businesses.

POLICY LU 15.1 (AQ)

Development proponents are required to demonstrate that adequate circulation improvements including street improvements, signalization, bridges, public transit, and parking facilities are available or can be made available through mitigation measures to serve the proposed project.

Program LU 15.1-A (AQ)

Occupancy Permits will not be issued until associated traffic, public transit, and parking impact mitigation measures are completed or an agreement has been approved for their completion.

**Objectives Policies &
Programs**

Industry and Industrial/Business Park

OBJECTIVE LU 16

Minimize conflicts between industry and other land uses by concentrating industrial activity within the Kings Industrial Park.

POLICY LU 16.1 (AQ)

Performance and Development Standards for the Kings Industrial Park shall be continually updated and maintained to encourage and guide consistent development in the Industrial Area.

Program LU 16.1-A (AQ)

The City will maintain comprehensive project review and approval processes on permitted and conditional uses. Such review and approval shall include documented descriptions of structures and processes to assure compliance with the performance and development standards, environmental assessments and integration of mitigation measures into the project requirements.

POLICY LU 16.2

Retail Uses shall only be permitted in industrial areas as a secondary use to a permitted use, such as manufacturing. Retail and service which serve the daily needs of employees in the area may also be permitted.

OBJECTIVE LU 17

Preserve the existing and increase the supply of industrial land within the City's Industrial Park.

MD, Medium Density Residential: 7-15 dwelling units/gross acre

This Designation allows duplex or lower density apartment complexes and other non-traditional designs such as zero lot lines, patio homes, and townhomes with lot sizes ranging from 4,500 to 7,500 square feet for single family developments. When new lots are created by the parcel map or subdivision process, the minimum lot area is to be 6,000 sq.ft. and the number of units per lot is based on 3,000 square feet of area for each dwelling unit. Existing nonconforming lots can also be developed at 3,000 sq.ft. of lot area for each dwelling unit. It is intended that development be conveniently serviced by neighborhood commercial and recreational facilities and have access to major collector or arterial streets.

HD, High Density Residential: 10-22 dwelling units/gross acre

Intended primarily for multi-family apartment and condominium development in proximity to major arterial streets, commercial and recreational facilities, and employment centers. When new lots are created by the parcel map or subdivision process, the minimum lot area is to be 6,000 sq.ft. and the number of units per lot is based on 2,000 square feet of area for each dwelling unit. Existing nonconforming lots can also be developed at 2,000 sq.ft. of lot area for each dwelling unit.

Downtown Designations

In order to preserve the integrity of the downtown, and encourage its continued vitality and economic strength, specialized land uses and development approval procedures have been adopted. The following Land Use Designations are typically found only within the boundaries of the of the downtown business district.

The Downtown Business District generally includes the Central Parking and Business Improvement Area and extends between the Atchinson, Topeka, and Santa Fe Railroad right-of-way on the west, Highway 198 on the south, 10th Avenue on the east, then on Ivy street to Harris, up to Elm then south along Redington to Ivy west on Ivy to Park, then south on Park to the AT&SF railroad tracks.

OR, Office Residential 0.25 - 1.0 FAR [4-22 Units/Acre]

Surrounding much of the historical downtown are older homes that may no longer function as conventional single family units. Many of these structures are large and have stunning architectural features that add significantly to the atmosphere of the downtown. To encourage the preservation of these structures, the Office Residential Designation allows for either office or residential uses *and* a mixture of offices and residential uses in these structures. The higher FAR of this

POLICY LU 17.1

Conversion of industrial land to non-industrial uses should be restricted only to uses which support the efficiency and attractiveness of surrounding industrial land.

POLICY LU 17.2

The City should seek to maintain an generous supply of industrial land which is attractive and desirable to potential industrial developers through the annexation of industrial land prior to receiving development applications.

OBJECTIVE LU 18

Maintain, enhance, and promote the positive factors in the City's Industrial area.

POLICY LU 18.1

The City shall continue to develop and experiment with marketing approaches, including the use of the Enterprise Zone Designation and Targeted Industry and Business Study, to attract and keep industry in the City.

POLICY LU 18.2 (AQ)

Appropriate truck routes shall be designated serving the industrial area which promote direct access and are functionally adequate.

*Objectives Policies &
Programs*

Growth Management/Urban Limit Line

OBJECTIVE LU 19

Resist the premature conversion of agricultural lands to urban uses.

POLICY LU 19.1

The City supports Kings County General Plan objectives and policies which direct new industrial and commercial development to cities and require new residential development to be contiguous to urban development and to annex to the City, and to maintain limited agriculture land use Designations within the City's General Plan Planning Area boundary.

POLICY LU 19.2

The City supports Kings County General Plan objectives and policies which protect agricultural lands by maintaining large parcel sizes and preventing the development of incompatible urban uses, specifically maintaining large parcels adjacent to urban areas prior to conversion to urban uses, prevent the division of parcels less than 10 acres in size within the City's General Plan Planning Area, file notices of Non-Renewal on Williamson Act contracted land within the City's General

Plan Planning Area which has been identified as future development land for the upcoming ten year period.

Program LU 19.2-A

On an annual basis the City will initiate discussions with the County to identify lands which are currently in agricultural contracts that are future development land for the upcoming ten year period and assist the County in initiating proceedings to file for Non-Renewal through preferred methods identified in the County General Plan.

POLICY LU 19.3

The City prefers contiguous urban development within the General Plan Urban Limit Line however this may not always be feasible or possible given short-term ownership and development financial constraints. Leapfrog development greater than 1/2 mile from existing urban uses shall be discouraged.

OBJECTIVE LU 20

Adopt an Urban Limit Line that allows the scope and intensity of development to be planned before it occurs.

POLICY LU 20.1 (AQ)

Urban level development shall only occur within the City. Any urban development requiring basic City services shall occur within the incorporated City and within the urban limit line established by the General Plan.

Program LU 20.1-A (AQ)

The City shall continue to pursue the annexation of unincorporated County islands through outreach programs with the property owners, Kings County, and the Local Agency Formation Commission.

POLICY LU 20.2 (AQ)

Master Plans or Specific Plans prepared by property owners shall be encouraged for new development in Planning Areas B, E and F in Figure LU-4.

POLICY LU 20.3

A land use Designation of Very Low Density shall be applied to a strip of land on the east side of 13th Avenue measuring approximately 1/8 mile in width, between the Southern Pacific right-of-way and Fargo Avenue as a community buffer between the City of Hanford and the unincorporated community of Armona. This buffer will continue south from the Southern Pacific right-of-way along the easterly side of the Last Chance Ditch to a point where the extension of Hood Avenue intersects the Last Chance Ditch, and then runs west on the Hood Avenue alignment extension to 13th Avenue, and then along the easterly

right-of-way line of 13th Avenue the length of the City's Planning Area boundary.

***Objectives Policies &
Programs***

City/County/Regional Relationships

OBJECTIVE LU 21

Support Kings County General Plan goals, objectives, and policies that promote Kings County Local Agency Formation adoption of the Hanford Sphere of Influence and General Plan Land Use Plan for areas outside the City Limits.

POLICY LU 21.1 (AQ)

Support Kings County planning activities which direct commercial, industrial and residential and urban growth outside of the Hanford Urban Limit Line to established unincorporated communities.

OBJECTIVE LU 22

Maintain and enhance a cooperative relationship with Kings County, and the cities of Lemoore, Corcoran, Avenal, school districts, water and irrigation districts through active participation in regional planning activities.

POLICY LU 22.1 (AQ)

Actively participate in regional transportation planning, solid waste disposal, ground water recharge, air quality, and other significant regional issues effecting multiple agencies.

***Objectives Policies &
Programs***

Jobs/Housing Relationship

OBJECTIVE LU 23

Develop sufficient employment generating uses to maintain a positive City fiscal condition and housing balance.

POLICY LU 23.1 (AQ)

Planning for new development on the east side of the City shall include provisions for job related uses including offices, business parks, retail tail commercial uses, and service related uses.

Program LU 23.1-A

The Specific Plan required for major residential and commercial development on the east side of the City shall include an analysis of long-term job generating potential accruing to development, and provide a fiscal analysis to demonstrate the impacts of development on the City and its ability to provide services.

POLICY LU 23.2 (AQ)

Land Use Designations for commercial, office, service commercial, and industrial should be held for such uses to assure that there will be sufficient land available to create an economic base and job generating potential to serve future residents. Efforts to utilize this land for residential purposes should be discouraged unless proponents can demonstrate that there is a sufficient amount of land in desirable and accessible locations to maintain positive fiscal and housing to job ratio.

POLICY LU 23.3 (AQ)

New Industrial development proposals occupying sites greater than 40 acres shall include an analysis of short- and long-term job generating potential for current and future residents of the City of Hanford.

Program LU 23.3-A

Analysis of job generating potential should be included in environmental assessments prepared for the proposed project.

[End of Land Use Element]

CIRCULATION ELEMENT

INTRODUCTION

The Circulation Element is a required element of the general plan and is closely linked to all of the other general plan elements. The adequacy and capacity of circulation systems influences the nature, extent and pace of urban development. As a result, the goals, policies and objectives of both the Land Use Element and Circulation Element must be complementary. Circulation not only covers the movement of automobiles, but the whole range of transportation alternatives: pedestrian, bicycle, air, truck and rail. For the circulation system to be successful, all of these methods of transportation must be integrated with land uses. Such a system is considered "multi-modal" in that many different modes of transportation can be used to achieve a destination.

ROADWAY CLASSIFICATIONS

All street and highway facilities serve two basic functions; mobility and land access. *Mobility* refers to the provision of vehicle movement, and *Access* refers to parking, storage or driveway access at the origin or

Table CI-1	
Functional Classification	
Facility Type	Emphasis
Freeway	Mobility with no direct land access and access limited to interchanges.
Expressway	Mobility with more frequent access to arterials but no direct land access.
Arterial	Mobility with access to collectors, some local streets and major traffic generators.
Collectors	Connects local streets with arterials, also provides access to adjacent land uses; balances mobility and access.
Local	Access to adjacent land uses only; no mobility function.

destination of a person's trip. Each roadway type is designed to emphasize varying degrees of mobility or access. Unfortunately, these two functions are often not complimentary. Unlimited access, often degrades mobility. Mobility without access is acceptable for long trips - such as across town, but of little help for trips to the local store. For this reason, roadways in Hanford have been placed in classifications as shown in Table CI-1. As shown in Tables CI-2 and CI-3 there are both existing, and proposed roadways shown for different

classifications. Figure CI-1, located in pocket at rear of document, depicts circulation classifications for the General Plan Area.

State Freeways and Highways

There are two state facilities serving the Hanford Planning Area, State Highway 198 and State Highway 43. The segment of State Highway 198 which passes through the Planning Area is considered a freeway. State Highway 43 is a two lane facility and functions as an arterial and major transportation route between Hanford and Fresno and Corcoran to the south.

Arterial Streets

All or portions of the streets shown in Table CI-2 are designated as arterial streets. Development criteria outlined in the Goals, Objectives, Policies & Programs section of the Element include right-of-way, suggested number of travel lanes, spacing and intersection control. Arterial streets are located approximately every mile with collector streets located between the arterials at approximately half-mile intervals.

Table CI-2	
Major/Minor Arterial Streets	
North/South	
13 th Avenue (Houston to Fargo) 12 th Avenue (Idaho to Flint) 11 th Avenue (Jackson to Flint)	10 th Avenue (Jackson to Flint) Future 9 th Avenue (Houston to Fargo) State Highway 43 (Expressway)
East/West	
Jackson Avenue (11 th Avenue to 10 th Ave.) Idaho Avenue (12 th to 10 th Ave.) Iona Avenue (12 th to 10 th Ave.) Houston Avenue (13 th to SR43) Hanford-Armona Rd (13 th to SR43) 3 rd Street (1 way, 11 th to 10 th Ave.) State Highway 198 (Freeway)	4 th Street (1 way, 11 th to 10 th Ave.) 6 th Street (11 th to 10 th Ave.) 7 th Street (11 th to 10 th Ave.) Lacey Blvd. (10 th Ave. to SR 43) Lacey Blvd. (13 th Ave. to Irwin Street) Grangeville Blvd. (13 th Ave. to SR 43) Fargo Ave. (13 th Ave. to SR 43) Flint Avenue (12 th Ave. to SR 43)

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials. Exceptions to this spacing include Third, Fourth, Sixth and Seventh Streets, which are in the downtown area and provide for both mobility (to and through downtown), as well as access. These streets do not meet the right-of-way requirements or improvement standards for arterial streets, however they function as arterial streets.

The General Plan Policies make a distinction between Major and Minor Arterial streets. Where right-of-way restrictions are present along existing streets a Minor Arterial designation may be appropriate

including less than 110' fully developed street section. A Minor Arterial may also be appropriate in the Industrial Area of the City where average daily trips is low and does not require four lanes, but truck traffic and movements do require a wide street section.

Collector Streets

The streets shown in Table CI-3 are designated as Collector streets, with their own set of development criteria. Similar to some Arterials Collector streets have evolved from heavy use as opposed to formal development standards. Because of this, some streets may be designated Collectors, but not have all of the improvements required for new Collectors such as right-of-way width, travel way paving, and limited access. These streets present problems in contrast between definition and are addressed in the Goals, Objectives, Policies & Programs section of the Element.

Table CI-3	
Major and Minor Collector Streets	
North/South	
Campus/University (6 th St. to Greenfield) Greenfield (Lacey to 13 th Ave.) - Future Rodgers (11 th Ave. to Mulberry) ¹ Redington (4 th St. to Grangeville) ¹ Irwin (4 th St. to Grangeville) ¹ Harris (6 th St. to Grangeville) ¹	Douty Street (Hanford-Armona Rd. to Flint) Kensington (Grangeville to Fargo) ¹ 9 ¼ Avenue (Lacey to Grangeville) Future Streets on North Future Streets on South
East/West	
Hume (13 th to 11 th Ave.) Third (from 11 th to 8 ½) ¹ Garner (Lacey to 11 th Ave.) Ivy (10 th to 11 th Ave.) ¹ Florinda (11 th to 9 ¼ Ave.) ¹ East Malone (Douty to 10 th Ave.) McCreary (11 th Ave. to Douty)	Terrace (Douty to 10 th Ave.) ¹ Leland (Douty to 9 ¼ Ave.) ¹ Cortner (11 th Ave. to Kensington) ¹ Seventh Street (Mall Dr. to 11 th Ave.) Mall Drive (ring-road) Future Streets on West Future Streets on East

Note: ¹ Not developed as collector, but functions as collector.

The General Plan policies make a distinction between Major and Minor Collector streets. The new development Minor Collectors will be planned to connect to Major Collectors and occasionally to Arterial streets at limited points. In existing developed areas, although some streets lack sufficient right-of-way and adjoining uses are substantially developed, streets function as Major Collectors. These streets may be developed to standards similar to Minor Collectors because of right-of-way and existing development.

Collector streets are spaced on a one-mile grid, off-set ½ mile from the Arterial streets. Ideally, Collector streets would fall mid-way between two Arterial streets, and provide alternative routes to the arterials during periods of high demand.

Local Streets and Roads

The remainder of the streets are classified as local, and are the most predominant way of travel for most of the City. Local streets connect single family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

LEVELS OF SERVICE

It is too expensive to build every road to handle all types of traffic at all times. Instead, the system of arterial, collector and local streets is designed to move traffic onto the most efficient routes for a given destination. Even these facilities are too expensive to design for the worst-case scenario, and are usually designed to meet "normal" traffic volumes for a given day. These classifications are termed *Levels of Service* [LOS] and are based on the amount of traffic a given section of road can handle taking into account speed, width of roadway, number of lanes, etc. As shown in Table CI-4, the LOS ranges from A to F and is based primarily on the driver's perception of roadway conditions.

The City of Hanford has adopted an overall LOS standard of C with peak hour LOS standard of D acceptable in some instances. Due to the nature of the roadway system, improvements to existing developed areas is extremely difficult. As a result, there may be instances where a lower LOS is acceptable.

Several arterial and collector segments can not feasibly be widened to meet right-of-way standards for their functional classification. For example, it would probably be cost prohibitive to acquire right-of-way along portions of Grangeville Blvd. between Douty and 11th Avenue to make arterial level improvements. In addition, trees would be cut down, and many older houses would lose front yards increasing noise and traffic conflicts. As a result, some improvements to the level-of-service through limited construction of additional lanes and intersection widening is more practical. This allows for flexibility in addressing the problem of increasing the roadway capacity, while preserving as much of the character of older neighborhoods as possible.

Existing Levels of Service

The majority of the streets in the community are currently operating at high levels of service. Only five segments are operating below level of service "C".

Table CI-4					
Level of Service Description					
			Street Segments	Intersections	
				Signalized	Unsignalized
	Conditions	Description	Volume-to-Capacity Ratio	Delay (seconds)	Reserve Capacity
A	Free Flow	<i>Users are unaffected by other traffic, freedom of speed and movement, level of comfort, convenience and safety is excellent.</i>	0.00-0.59	≤ 5.0	≥ 400
B	Stable Operation	<i>Users begin to notice other traffic, freedom of speed continues, but freedom to maneuver declines slightly.</i>	0.60-0.69	5.1 to 15.0	300-399
C	Stable Operation	<i>Users are affected by other traffic, freedom of speed and maneuver are greatly affected. Traffic signals operate at maximum efficiency.</i>	0.70-0.79	15.1 to 25.0	200-299
D	Approaching Unstable	<i>Users are greatly affected by traffic, comfort, convenience and safety significantly affected. Users wait one signal cycle to pass through an intersection.</i>	0.80-0.89	25.1 to 40.0	100-199
E	Unstable Operations	<i>Traffic volumes at or near capacity, users wait several signals to pass through intersection.</i>	0.90-0.99	40.1 to 60.0	0-99
F	Forced Flow	<i>Traffic volumes exceed the capacity of the street and traffic queues develop. Stop and go traffic conditions.</i>	1.00-plus	> 60.0	< 0

Sources: 1985 Highway Capacity Manual, Special Report 209, Transportation Research Board.
1965 Highway Capacity Manual, Special Report 87, Highway Research Board.

Grangeville Boulevard

Grangeville Boulevard between 11th Avenue and 10th Avenue currently is operating at a level of service "F". Grangeville Boulevard represents the first east/west arterial north of downtown. As such it provides connections to all north/south arterials in north Hanford. Hanford High

School is located on Grangeville within this segment and adds significantly to the daily traffic volumes.

11th Avenue

11th Avenue between State Highway 198 and Lacey Boulevard is operating at a level of service "D". This 4 lane arterial is the busiest street in the City and currently carries approximately 24,000 vehicles per day. 11th Avenue provides access from the northern and southern sections of the community to the Kings Shopping Mall, the downtown area, and the interchange with SH 198. The limited number of overcrossings/undercrossings of the SH 198 freeway add to the volume of traffic using this segment.

10th Avenue

Level of service on 10th Avenue is currently "E" between Fargo Ave. and Lacey Boulevard, but recent street widening has improved a portion of this street to an acceptable level of service between Leland and Fargo.

CONNECTIVITY

Generally, Hanford has developed its existing street system with excellent connectivity. All arterials are continuous within the community and the expansion of these facilities to provide for future development can be accommodated.

Hanford has three transportation facilities that will influence the future connectivity of the collector street system. The railroads, San Joaquin Valley Railroad and Santa Fe, bisect the community. While the arterial system had developed around these rail lines without breaks in connectivity, the railroads' policy of limiting the number of at-grade crossings will greatly effect the location and layout of collector streets. The Santa Fe rail line will affect the collectors in northwest Hanford and in the Hanford Industrial Park. The San Joaquin Valley Railroad will influence the development of collectors west of 11th Avenue and east of 10th Avenue. In addition to the rail lines, Highway 198 will influence future north/south collectors. Like the San Joaquin Valley Railroad facility, the freeway will influence collector development west of 11th Avenue and east of 10th Avenue.

TRANSIT

The City of Hanford and the surrounding areas are served by a number of public, private, and social service transportation organizations. The following provides a description of some of these transit services.

Public Transit

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). KCAPTA is

an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Stratford, Kettleman City and Avenal.

KART operates three services in Hanford, KART dial-a-ride, a scheduled fixed route bus service in the central Hanford area, and a commute service to Lemoore, Avenal and Corcoran. The KART dial-a-ride operates from 7:00 am to 4:30 pm Monday through Friday and on Saturday, from 9:00 am to 4:00 pm. Ridership for KART dial-a-ride in Hanford for calendar year 1992 totaled over 50,000 trips.

KART began a scheduled fixed route bus service for Hanford in July of 1991. The scheduled bus service operated Monday through Friday from 7:30 am to 5:30 pm. Expansion of the service is planned as new retail developments are built. Ridership is estimated at 4,200 per month.

KART also operates three fixed routes to Lemoore, Avenal, and Corcoran. This service also provides service to Lemoore Naval Air Station.

Private Transportation

Private transit services are currently provided in Hanford by two companies, a private taxi company and Orange Belt Stages.

Orange Belt Stages offers daily scheduled bus service four times a day to Goshen and Visalia, one bus per day to Paso Robles and one per day to Fresno. The service to Paso Robles provides a link through Greyhound connections to the coastal communities. Service to Fresno also provides connecting service through Greyhound to northern and southern destinations.

Social Service Transit

There are a number of social service transit providers in the Hanford area. The largest is the Kings Rehabilitation Center which provides a wide range of personal and educational services to the disabled community. Over 3,000 rides per month are provided by this agency in Kings County.

Other social service transit providers include; Kings View Mental Health Services, Kings County YMCA, the Kings County Community Action Organization and others.

Rail

Hanford is served by both the Santa Fe and San Joaquin Valley Railroads (SJVR). Both rail lines cross in Hanford near the central business district. These rail lines have historically been an important part of Hanford's economic and transportation development.

Both Santa Fe and SJVR provide freight service to the Hanford Area. SJVR has a limited schedule of one train per day while Santa Fe has twice a day service and runs on the average 18 freight trains a day through the city on its main north/south line.

Hanford is also served by AMTRAK passenger rail service. Currently, several northbound and southbound trains operate through the community each day. Northbound service connects Hanford with the Bay Area and Sacramento, while southbound service connects with Bakersfield and southern California. AMTRAK Feeder Bus Service is currently provided to and from the Hanford station to Tulare County. This bus service connects Porterville, Lindsay and Visalia with the AMTRAK trains.

Bicycle and Pedestrian Issues

Although Hanford does not have a comprehensive bicycle plan, the interest in a plan will increase as the community grows. On-street bike lanes often create significant vehicular/bicycle conflicts. The cost of retrofitting the existing urban area for bicycle lanes is cost prohibitive, especially along older streets which will see increased motor vehicle traffic. The General Plan promotes the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and of-road systems as part of open space and recreation amenities.

Several areas in Hanford lack adequate pedestrian facilities. New construction requires curb and gutter improvements along with the installation of sidewalks and curb cuts in many areas.

GOAL The goal of the Circulation Element is to:

- ☐ **Plan for, Create, and Maintain an Efficient, Cost Effective, Safe, and Coordinated Multi-modal Circulation System, Serving the Needs of a Variety of Users.**

Objectives Policies & Programs

OBJECTIVE CI 1

Establish a circulation system that is consistent with the land use patterns of the City.

POLICY CI 1.1

Develop a network of roads that is compatible with the general land use patterns of the City.

POLICY CI 1.2 (AQ)

Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Roadway dedications and

development design shall implement the Circulation Map. Location of Major Collector alignments in newly developing areas shall be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions.

Program CI 1.2-A (AQ)

The City will encourage property owners in newly developing areas to prepare Master Plans or Specific Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

Program CI 1.2-B (AQ)

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

POLICY CI 1.3 (AQ)

Coordinate planning and development of the circulation system with development approvals throughout the City.

Program CI 1.3-A

The City's functional street classification system shall include Freeways, Expressways Major and Minor Arterial Streets, Major and Minor Collector streets, and Local Streets.

Program CI 1.3-B

Classification of Existing and Future Streets (see Tables CI-2 and CI-3 for classification listing)

Program CI 1.3-C

The City shall prepare and adopt Standard Plans and Specifications for all streets and roads including the following standards:

- 1. Major Arterial streets shall be built at an approximate separation of one (1) mile. Major Arterial streets are planned for newly developing areas where acquisition of ultimate right-of-way can be achieved without significant disruption of existing uses. Because of existing right-of-way limitations Major Arterial streets may connect with Minor Arterial streets employing design modifications.*
- 2. Minor Arterial streets shall be on an approximate one (1) mile separation and may be an extension of the Major Arterial streets. The design of the Minor Arterial is constrained by*

significant right-of-way limitations, however the roadway must function at arterial traffic levels.

3. *Major Collector streets shall be built at an approximate separation of one (1) mile, typically one-half mile from adjacent arterial streets. Major Collector streets are planned for newly developing areas where acquisition of ultimate right-of-way can be achieved without significant disruption of existing uses. Because of existing right-of-way limitations Major Collector streets may connect with Minor Collector streets employing design modifications.*
4. *Minor Collector streets may be on less than one (1) mile separation and may be an extension of a Major Collector street, or may be an existing street which connects one part of the City with another. The design of the Minor Collector is constrained by significant right-of-way limitations, however the roadway must function at collector traffic levels.*
5. *Minor Collector streets are typically constructed in new development areas of the City and their function is to carry a higher traffic capacity than local streets and connect to Major Collectors or occasionally Major Arterial streets.*
6. *Arterial and Collector street standards shall be developed which provide adequate capacity for their appropriate function.*
7. *Median breaks and driveway standards for Arterial and Collector streets shall generally conform to the following standards:*

Arterial Street Standards

- a. *Driveway access to major activity centers, including multi-family development, should be located no closer than 200 feet to the intersection of a Major Collector or Arterial street. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)*
- b. *The distance between commercial driveways on Arterial streets should not be less than 400 feet. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)*

- c. *Where practical and desirable, commercial driveways should be located on adjacent Collector streets rather than on Arterial streets.*
- d. *If parcel size demands and alternative shared access is not available, commercial driveways may be provided not less than 50 feet from an intersection (measurement shall be from the curb return to the nearest edge of the driveway). These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)*
- e. *Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along Arterial streets where standards a. through d. are exceeded.*
- f. *Ingress and egress to shopping centers should minimize left-hand movements into and out of parking/loading areas.*
- g. *Where there is no adopted design for median breaks on an arterial street, there should be not less than 1,000 feet between median breaks (excluding left turn provisions). Median breaks should be consistent with the standards for driveways (not less than 200 feet from an adjacent intersection of an Arterial or Major Collector street).*
- h. *Separation of Minor Collector Street entry points should not be less than 500 feet apart on Arterial streets, Major Collector streets, and other Minor Collector streets. Median standards of 1,000 feet apply to Minor Collector intersections with Arterial streets.*
- i. *Single family residential driveways are prohibited on new arterial streets, and shall be discouraged on existing arterial streets.*

Collector Street Standards

- a. *Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a Major Collector or Arterial street. (Measurement*

shall be from the curb return to the nearest edge of the driveway).

- b. The distance between driveways and intersecting Minor Collectors or Local streets should not be less than 300 feet. (Measurement shall be from curb return to the nearest edge of the driveway).*
 - c. If parcel size demands and alternative shared access is not available, driveways may be provided not less than 50 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)*
 - d. Raised concrete medians may be provided where left turn control is needed, and painted medians may be used at two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.*
 - e. Driveways to multi-family residential property along Major Collector streets should be consolidated whenever possible.*
 - f. Single family residential driveways should be prohibited along Major Collector streets, including "no access strips" along residential side or rear yards.*
- 5. Residential development shall be oriented away (side-on or rear-on) from Arterial and Major Collector streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street. "Daylighted" cul-de-sacs for pedestrian access are also encouraged.*
 - 6. Where possible, Arterial, Major and Minor Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.*

POLICY CI 1.4

Acquire the ultimate right-of-way for streets during early stages of development.

Program CI 1.4-A

Ultimate right-of-way shall be dedicated and/or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs. The City will work with Kings County to apply City standards to all land use and development permits issued in the unincorporated territory within the City's Planning Area boundary.

POLICY CI 1.5

On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt and fund a program to acquire the ultimate right-of-way where practical for Major and Minor Arterial, and Major and Minor Collector streets. Funding mechanisms may include traffic impact fees collected from all new development.

Program CI 1.5-A

The City will include the acquisition of right-of-way, and the construction or reconstruction of streets in its Capital Improvement Program.

The City reserves the right to reduce the ultimate right-of-way to avoid existing development, and constructing a travelway which generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

POLICY CI 1.6

New development shall be required to mitigate traffic impacts associated with the project on the Freeways, Expressways, Major and Minor Arterial Streets, Major and Minor Collector Streets, and Local streets, including signalization, bridges, interchanges, public transit facilities, and other traffic facilities.

Program CI 1.6-A

Traffic studies of affected Freeways, Major and Minor Arterial, Major and Minor Collector, and Local streets, may be required as part of the environmental assessment of proposed projects to assure citywide traffic service levels are maintained. The criteria for requiring traffic studies includes the potential for a significant environmental effects from the project, number of vehicle trips generated by the project, location of project relative to existing circulation system, actual or assumed level-of-service of

surrounding streets or intersections, and relevance of prior traffic studies which may have considered the proposed project.

Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts should be used to identify deficient roadways and update street improvement plans and priorities.

POLICY CI 1.7

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

POLICY CI 1.8

To avoid conflict between the circulation system and residential uses, it is recommended that truck traffic be oriented only onto the designated Arterial streets.

Program CI 1.8-A

The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

POLICY CI 1.9

To help ensure that adequate and safe travelways can be developed through existing developed areas of the City, right-of-way standards for each classification may be modified.

OBJECTIVE CI 2

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C", with a P.M. peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless other public health, safety, or welfare factors determine otherwise.

POLICY CI 2.1 (AQ)

Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.

POLICY CI 2.2

Street improvements shall be prioritized with emphasis on current and forecasted service levels. Roadways experiencing or forecasted to experience conditions less than Level-of-Service below "D" shall require

improvements, unless other public health, safety or welfare factors determine otherwise.

POLICY CI 2.3

Reduce traffic congestion at key intersections throughout the City.

Program CI 2.3-A

Improve intersections operating at less than P.M. peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.

OBJECTIVE CI 3 (AQ)

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

POLICY CI 3.1

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

POLICY CI 3.2 (AQ)

Cooperate with local and regional jurisdictions in the development of State-mandated regional plans, including the San Joaquin Valley Air Quality Attainment Plan, 1991 Air Quality Attainment Plan for ozone, and the Serious Area Pm₁₀ Attainment Plan.

POLICY CI 3.3 (AQ)

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198, and its interchanges/intersections with local roadways.

Program CI 3.3-A

The City shall develop a mechanism (traffic impact fees) to assist in the preparation of a Project Study Report and for its share of the cost of widening the ramps at 12th Avenue and SR 198 interchange. All new development having an impact on the interchange and ramps shall participate in the funding of the improvements.

POLICY CI 3.4 (AQ)

Cooperate with adjacent jurisdictions to improve the principal arterial gateways to Hanford to facilitate the movement of traffic flowing into and out of the City.

POLICY CI 3.5 (AQ)

Coordinate local transportation plans with the Kings County Congestion Management Program, when developed, to ensure eligibility for state and federal funding.

POLICY CI 3.6 (AQ)

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

POLICY CI 3.7 (AQ)

Continue to support Kings County Council of Governments ride-sharing programs which provide up-to-date lists of potential riders and education of the public on commuting options.

OBJECTIVE CI 4

Provide programs to finance street, intersection, and highway improvements.

POLICY CI 4.1

The City shall annually review and update the traffic impact fee to ensure funding for street, intersection, and highway improvements.

OBJECTIVE CI 5

Provide adequate parking and loading facilities while encouraging alternative means of transportation.

POLICY CI 5.1 (AQ)

Provide off-street parking to employees; however preferential parking at several strategic locations in west side and east side growth centers shall be made available to vanpools, carpools and other transit users.

Program CI 5.1-A (AQ)

Sites for park-and-ride lots should generally be located near highly traveled commute routes such as the intersections of 12th Avenue and Highway 198, Flint Avenue and Highway 43, future major commercial areas at Grangeville Blvd. and Highway 43, and 13th Avenue and Highway 198.

Program CI 5.1-B (AQ)

Sites for park-and-ride lots should be encouraged to be incorporated in regional commercial parking areas.

Program CI 5.1-C

The City should investigate the feasibility of locating secure truck parking facilities at strategic locations in the City where resident's truck and tractor rigs can be parked over night as a means of

keeping City streets clear of these vehicles when the residents are at home.

POLICY CI 5.2 (AQ)

Encourage shared parking facilities for both private businesses and public agencies.

Program CI 5.2-A

Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access.

POLICY CI 5.3

Reserve on-street parking in commercial areas for short-term users.

Program CI 5.3-A

Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial area, and to ensure that Arterial streets do not separate parking facilities from the parking demand generator, unless the standard is in conflict with Improvement Area Plans, or the appropriate pedestrian separation is provided.

OBJECTIVE CI 6

Develop Transportation Systems Management (TSM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

POLICY CI 6.1 (AQ)

Encourage the use of carpooling, vanpooling and flexible employment hours to maintain an acceptable level of service on City streets and highway/intrastate facilities.

POLICY CI 6.2 (AQ)

Consistent with rule 9001, Commute Based Trip Reduction of the SJVUAPCD, require that all public and private employers comply with the rule in planning for some form of collective transportation to commute to and from work.

Program CI 6.2-A (AQ)

Adopt a Trip Reduction Ordinance (TRO) in accordance with District Air Quality and Congestion Management requirements.

POLICY CI 6.3 (AQ)

Implement TSM programs in conjunction with new development in the industrial park, and growth centers on the westside and east side of the City.

Program CI 6.3-A (AQ)

New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.

Program CI 6.3-B (AQ)

Traffic signals should be spaced not be closer than 1/4 mile intervals on arterial and major collector streets unless conditions warrant additional signalization to improve traffic flow.

Program CI 6.3-C (AQ)

Prepare an action plan to improve the efficiency of traffic signals throughout the City and include the cost of the program in the traffic impact fees.

OBJECTIVE CI 7 (AQ)

Develop a public transit system addressing both local and regional travel demand.

POLICY CI 7.1 (AQ)

The local and regional transportation system should provide for a smooth transition between local and regional improvements.

Program CI 7.1-A

Include the Kings County Public Transit Agency in review of all development projects and consider environmental mitigation measures which will maintain and extend their current level of service to new development.

POLICY CI 7.2 (AQ)

Planning and development of Arterial and Major Collector Streets shall include design features which can be used as public transit stops.

Program CI 7.2-A (AQ)

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

Program CI 7.2-B (AQ)

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs which can be jointly used for public transit pick-up locations along Arterial and Collector streets.

Program CI 7.2-C (AQ)

Where right-of-way allows, arterial and Major Collector streets shall be designed to allow transit vehicles to pull out of traffic by using either a continuous parking lane with bus stops, or with special bus pull-out lanes.

POLICY CI 7.3 (AQ)

Coordinate with regional transit planners to determine the feasibility of developing commuter rail system for interregional passenger traffic, making use of existing rail lines whenever possible.

Program CI 7.3-A (AQ)

Adopt building set back requirements of a minimum of 100 feet from the centerline of the San Joaquin Valley Railroad for new construction. (Note: Should a commuter rail system be proposed, acquisition of future right-of-way may not include sufficient funds to acquire new buildings. The additional setback will also provide a noise buffer area if future trains are noisier. In the interim, this building setback, can be used for parking and landscaping, and should be considered an important design feature in a future Downtown Master or Specific Plan.)

POLICY CI 7.4

Varying modes of transportation should be coordinated between both public and private carriers.

POLICY CI 7.5

Coordination of other social service transit providers including schools, mental health services, and others should be recognized in the planning of circulation system.

OBJECTIVE CI 8

Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system which facilitates pedestrian access, including disabled person accessibility to public transit for commuting, recreation or other purposes.

POLICY CI 8.1 (AQ)

Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require

additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

POLICY CI 8.2 (AQ)

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Major collector streets, and consider the location of community services, such as schools, parks, and neighborhood shopping activity centers in the accessibility of their design for all persons.

Program CI 8.2-A (AQ)

Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

Program CI 8.2-B

Use "day lighted" cul-de-sacs to increase pedestrian access to Arterial and Collector streets from existing streets.

POLICY CI 8.3 (AQ)

Sources of funding for operation and maintenance of multi-use trails to accommodate pedestrian and bicycle use shall be clearly identified before construction. Should such trail systems be constructed, they shall be supported by a long-term maintenance funding mechanism established so that benefitting properties pay the cost of maintenance.

POLICY CI 8.4

Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travelways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

POLICY CI 8.5

Encourage existing facilities, and require future facilities to conform to the American Disabilities Act provisions requiring access for disabled persons.

POLICY CI 8.6 (AQ)

In order to promote pedestrian access, encourage land use designs in new development areas to locate neighborhood shopping and services within approximately 1/2 mile of major residential areas.

OBJECTIVE CI 9

Develop a vehicular circulation system that is safe and sensitive to adjoining land uses.

POLICY CI 9.1

The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

POLICY CI 9.2

Discourage through-traffic on local streets in residential areas.

Program CI 9.2-A

Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may implement appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable.

Program CI 9.2-B

Residential subdivisions shall be designed to encourage access from local to collector streets and to discourage use of local street as a bypass to Arterial streets.

POLICY CI 9.3

Provide for spatial separation and necessary noise barriers between railroads and residential or other noise sensitive uses.

Program CI 9.3-A

Future development along the Atchinson, Topeka, and Santa Fe railroad should be buffered with open space and noise barriers. Alternative uses which represent cost effective and productive management of the open space buffer could include the relocation of Peoples Ditch, development of a recreation trail, or other uses which are environmentally acceptable, and will reduce the potential for the area to become a health and safety problem.

Program CI 9.3-B

Future development along the San Joaquin Valley Railroad right-of-way should consider the noise contours, and establish setbacks and noise barriers, as appropriate, to protect the future operation of the facility. (see also Program CI 7.3-A)

POLICY CI 9.4

Provide for adequate spatial separation and landscaping for development along freeway rights-of-way.

Program CI 9.4-A

Additional landscape design requirements will be considered for new projects along the entryways into the City, specifically State Routes 198 and 43. Maintenance of these areas may be included in a Maintenance District established by the City.

Program CI 9.4-B

Future new development along State Route 198 between 13th Avenue and 12th Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement.

Program CI 9.4-C

Future new development along State Route 43 between State Route 198 and Flint Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement. These provisions may reduce future cost of right-of-way should a freeway interchange be necessary in this location.

Program CI 9.4-D

Future new development along State Route 43 and 1/2 mile south of Flint Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement.

OBJECTIVE CI 10

Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

POLICY CI 10.1 (AQ)

Support coordination with other cities, counties and planning agencies concerning land use, jobs/housing balance and transportation planning as a means of improving air quality.

POLICY CI 10.2

Encourage the development of employment opportunities in Hanford to reduce the need to commute to other communities for employment.

POLICY CI 10.3 (AQ)

Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

POLICY CI 10.4

Properly space and coordinate traffic signals in order to minimize the acceleration, idling and deceleration that produces higher vehicular emissions levels as part of the Traffic System Management (TSM) implementation.

POLICY CI 10.5

Support the use of alternate fueled vehicles and fueling stations for Public Transit Vehicles, City and County public agency vehicles.

OBJECTIVE CI 11

Upgrade the Hanford Airport to provide a cost effective level-of-service which is still compatible with the safety, health, environmental and economic concerns of the community.

POLICY CI 11.1

Incompatible land uses which would diminish the existing operation and the future expansion of the Hanford Airport shall be discouraged.

Program CI 11.1-A

The adopted Hanford Airport Master Plan shall be considered in land use decisions which may be impacted by the Airport Plan with regard to noise, structure height, safety, and other hazards.

OBJECTIVE CI 12

Plan for, create, and maintain the system of transportation infrastructure in the City which includes sewer, water, storm drainage, irrigation facilities, pipelines, electrical and communication networks.

POLICY CI 12.1

The City incorporates by reference, Master Plans for Sewer, Wastewater Treatment, Water, Storm Drainage, and other infrastructure master plans approved and adopted by the City, the Master Plans of Southern California Edison and Southern California Gas Company and other master plans adopted by the City. The City will continue to work in cooperation with public utilities.

(End of Circulation Element)

HAZARDS MANAGEMENT ELEMENT

[Seismic Safety, Safety, Noise & Air Quality]

INTRODUCTION

The Hazards Management Element includes the Seismic Safety, Safety, Noise, and Air Quality sections of the General Plan. This Element provides policy direction to other elements of the General Plan, primarily Land Use, Circulation, Open Space and Conservation. The Air Quality Section is not mandated by State Law, but as the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has adopted their plan, they have included a control measure for cities and counties to adopt air quality elements.

A model Air Quality Element, prepared by SJVUAPCD, is currently being reviewed by cities and counties which may result in a comprehensive approach to a regional issue. This plan has addressed many of the issues raised by the SJVUAPCD in each of the various General Plan Elements. The Air Quality Section of the General Plan includes cross references to Goals, Objectives, Policies and Programs found throughout the plan.

The Seismic Safety Element prepared for Kings County (Five County Seismic Safety Element, 1974) and adopted by the City of Hanford remains the primary technical instrument for developing General Plan policies. From that resource other aspects of the Safety Element can be developed in common with neighboring jurisdictions. For example, establishing and maintaining disaster evacuation routes requires the cooperation of cities and the County. There are similar and mutually supporting relationships established for the various public safety activities. Fire suppression and police services are excellent examples of sharing resources in situations where life and property are endangered.

SEISMIC SAFETY

Hanford is relatively free from seismic hazards. The nearest recent seismic occurrence was in Coalinga in 1983, some 40 miles to the west. While there are no known active faults within the Planning Area, most of the Valley could be subject to ground movement and shaking as a result of distant earthquakes or slippage along established faults. (An active fault is defined as having had movement at least once during the last 11,000 years.) It is also possible, though not likely, that previously unknown faults could become active.

The Hanford area has experienced several noticeable shocks from earthquakes over the past few years. The most serious recent earthquake occurred during the spring of 1983, near Coalinga, but the

distance of the earthquake from Hanford was too great to cause local damage. [Hanford Cogeneration Project: Draft Environmental Impact Report, October 1987] Similar recent quakes with epicenters near the Mammoth area, more than 100 miles to the north on the eastern slopes of the Sierra Nevada, were felt in Hanford, but did not cause local damage. [Kings County Regional Planning Agency (KCRPA), 1974]

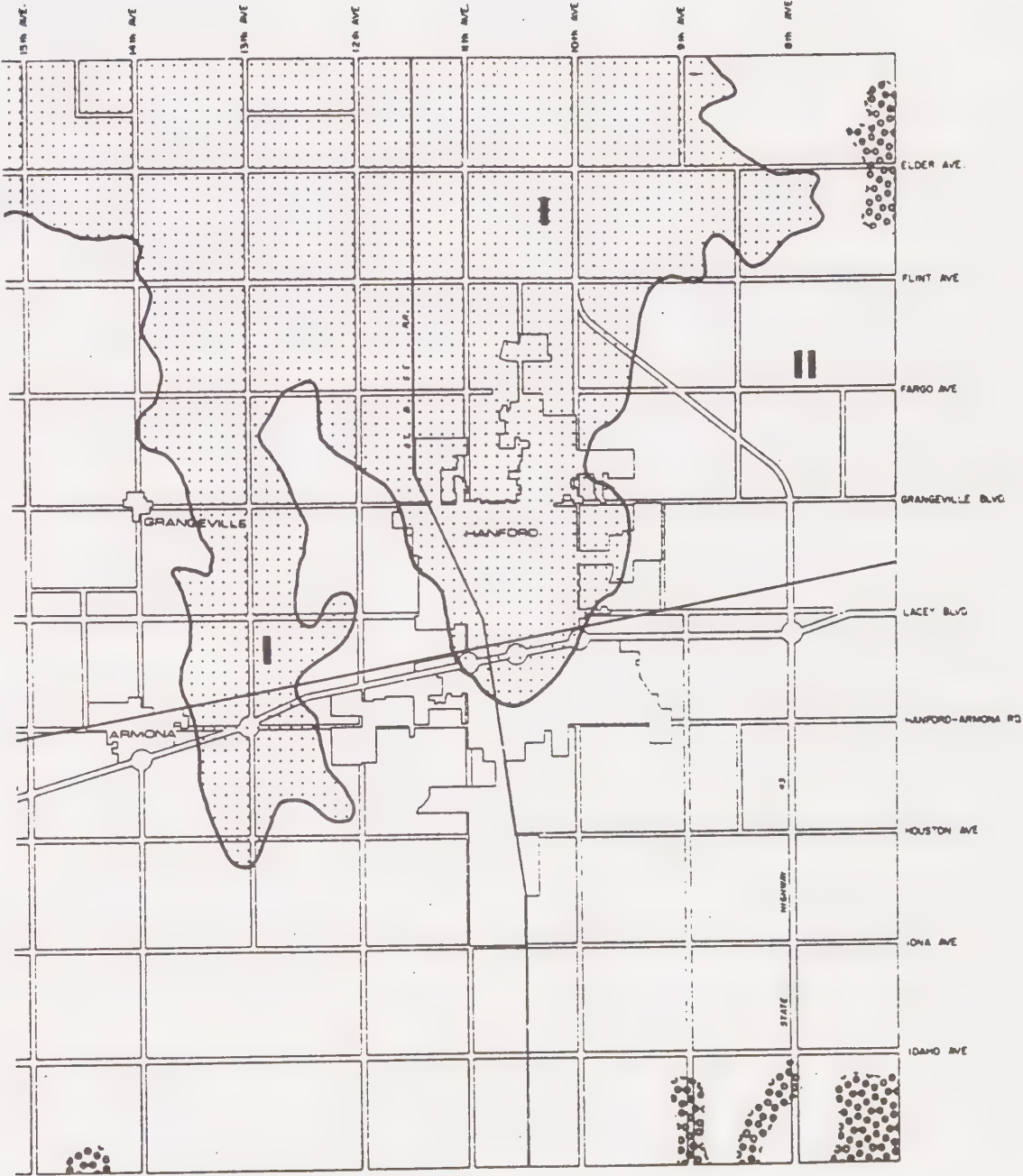
A large earthquake could cause considerable damage to ordinary structures. During an earthquake, most damage, injuries and loss of life results from structural failures due to shaking. The resulting damage is a function of both building structural integrity and soil type. Typically, older buildings fare less well in earthquakes, especially unreinforced masonry walls, and multiple story structures without steel reinforcement.

The Kings County Environmental Resource Management element mapped the county's soils based on moisture infiltration rates, shrink/swell characteristics, and load carrying capabilities. This evaluation found the soils beneath the existing community to be roughly half Group 1 and half Group 2 soils, as defined in Figure HZ-1. These soils classifications are as follows:




Group 1: High to moderate soil infiltration rates. Low shrink/swell behavior. Moderate to severe soil pressure limitations. Moderately well adapted for urban/industrial uses. These soils are found within the Hanford community and extend to the west of the city.

Group 2: Moderate to very slow infiltration rates. Moderate shrink/swell behavior. Highly corrosive to steel pipes. Moderate to severe limitations for urban uses. These soils are found within the existing Hanford community and extend to the east of the city.

Liquefaction is a phenomenon whereby loose, saturated, granular deposits lose a significant portion of their shear strength due to excess pore water pressure buildup resulting from cyclic loading during an earthquake. This can result in loss of foundation support, failures due to lateral spreading, and settlements of affected soils after an earthquake when excess pore water pressures are dissipated. Conditions necessary for liquefaction are saturated, loose, cohesionless, granular fine-grained soils. Hanford is located in a seismic zone which is sufficiently far from known faults, and consists of a stable geologic formation such that the effects of ground shaking should be minimal. [1974 Five County Seismic Safety Element]



LEGEND

-  Nord Kimberlina
-  Nord Elder
-  Kimberlina - Traver

Source: Soil Conservation Service

Scale



SOILS MAP

FIGURE HZ-1

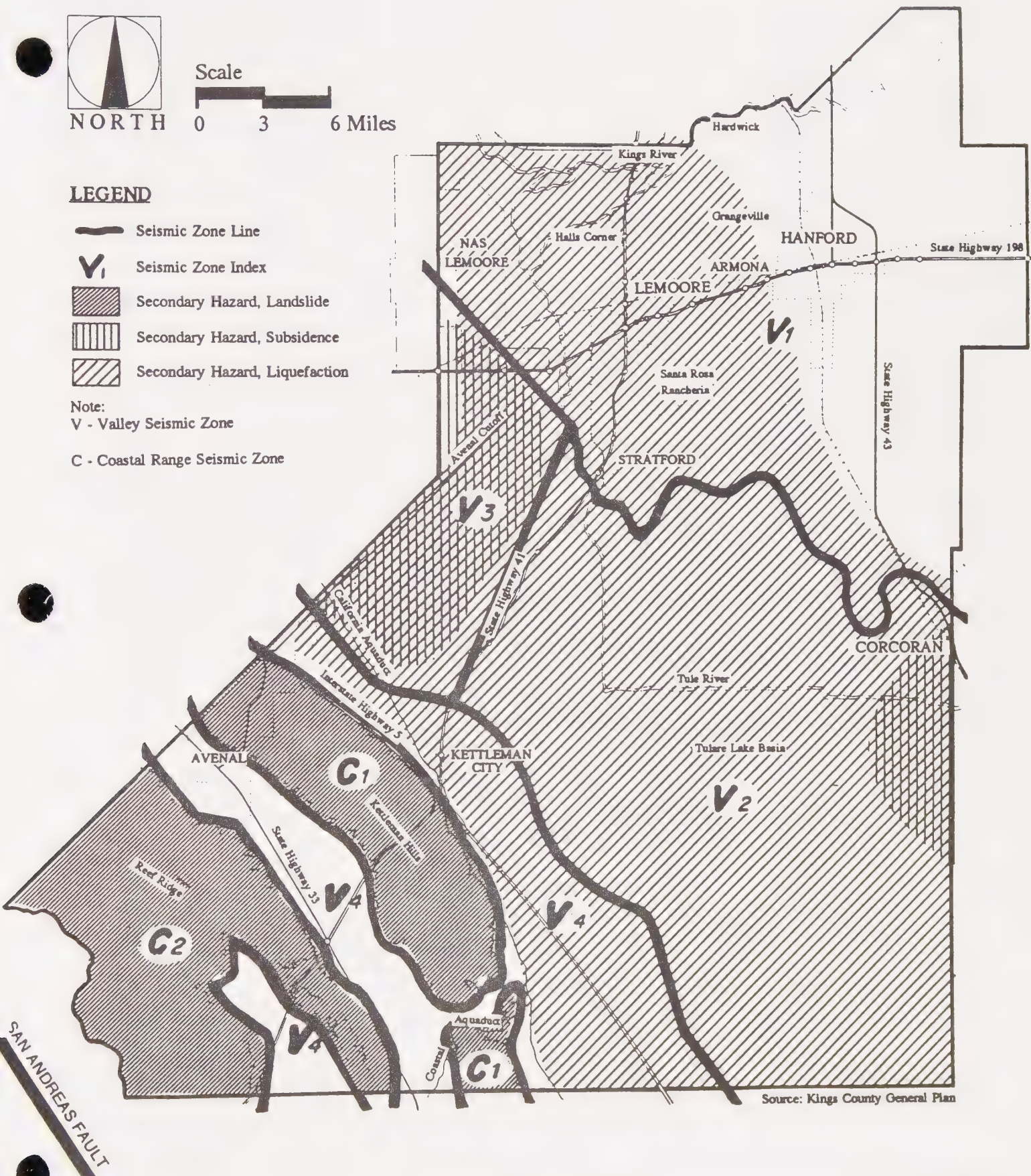
TABLE HZ-1

Seismic Zone Description

<i>Seismic Zone</i>	<i>Generalized Geologic Formations</i>	<i>Amplification of Shaking</i>
V1 ¹	Moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex.	Amplification of shaking that would affect low to medium-rise structures is relatively high but the distance to either of the fault systems that are expected sources of the shaking is sufficiently great that the effect should be minimal.
V2 ¹	Moderately thick section of marine and continental sedimentary deposits overlying the granitic basement complex.	Amplification of shaking that would affect low to medium-rise structures is low and the distance to the San Andreas fault zone is moderate. The combined effect is that shaking is expected to be minimal.
V3 ¹	Thick section of marine and continental sedimentary deposits.	Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but the moderate proximity of the San Andreas fault zone results in a moderate increase in expected shaking over that for the east side of the valley.
V4 ¹	Thick section of consolidated sedimentary units overlain by thick unconsolidated alluvial fan deposits.	Amplification of shaking is reduced by the damping effect of the thick sedimentary section, but its moderately close proximity to the San Andreas fault zone results in the expectation of moderately high shaking characteristics.
C1 ²	Thick section of consolidated sedimentary units, with a high frequency of exposure.	Amplification of shaking is low because of the firm nature of the surface in this area. But because of its close proximity to the San Andreas fault zone, the combination results in moderate to high shaking characteristics.
C2 ²	Moderately thick section of marine sedimentary rock unit with a high frequency of exposure throughout the area, with some metamorphics locally, which are of minor importance.	Amplification is low, but the close proximity of the San Andreas fault zone should result in moderate to high shaking characteristics.

Source: 1974 Five County Seismic Safety Element

¹ Valley Floor Seismic Zone² Coastal Range Seismic Zone



SEISMIC SAFETY MAP

FIGURE HZ-2



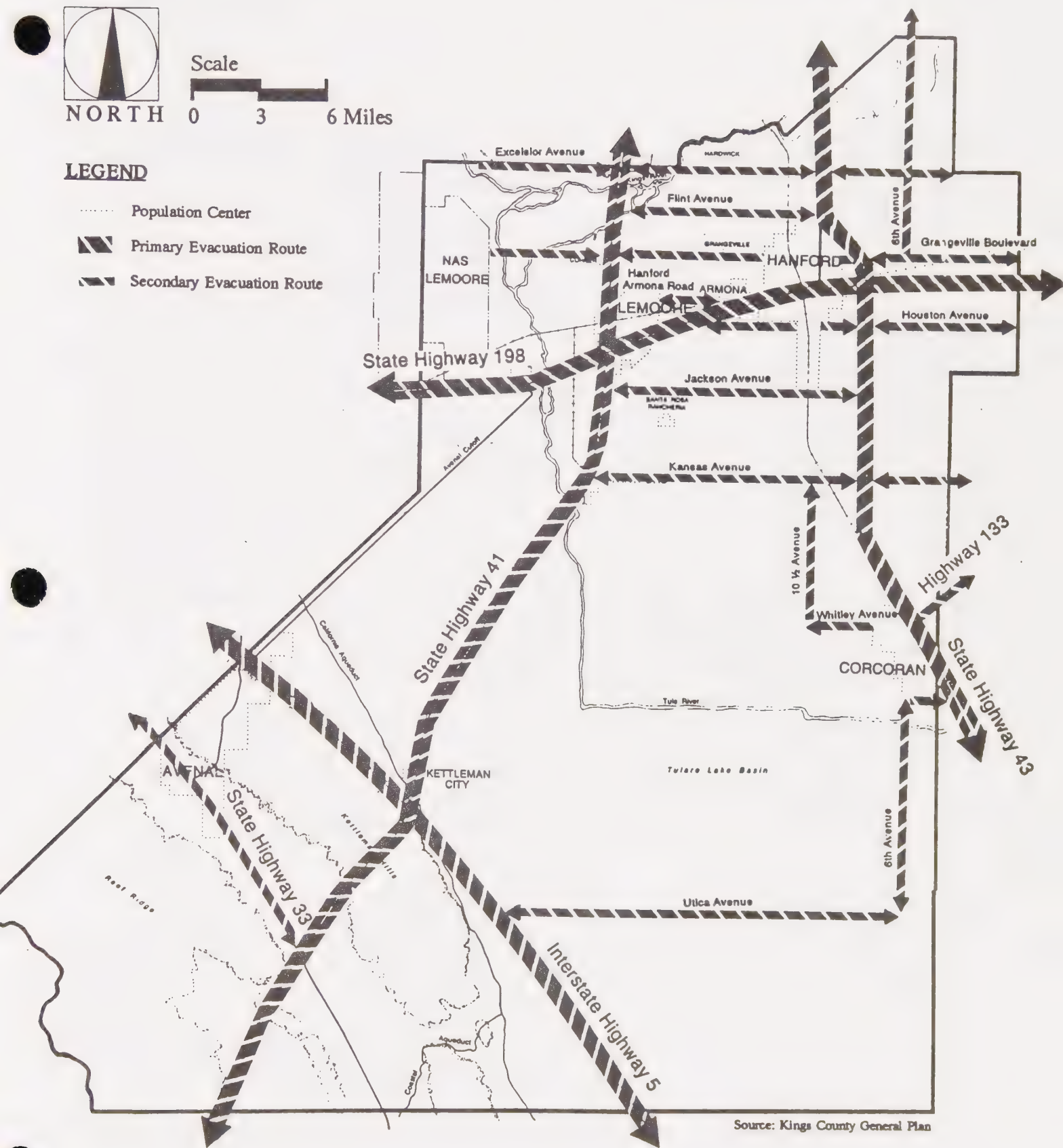
NORTH

Scale

0 3 6 Miles

LEGEND

- Population Center
- Primary Evacuation Route
- Secondary Evacuation Route



Source: Kings County General Plan

EVACUATION ROUTE MAP

FIGURE HZ-4

HANFORD EMERGENCY PLAN

The City of Hanford has an adopted Emergency Plan that will guide the City's activities in the case of a major emergency. The Plan has been developed in accordance with Section 6-5 of Chapter 6 of the Code of Ordinances, County of Kings, providing for Disaster Council powers and duties. Hanford Municipal Code designates the City Manager as Director of Emergency Service. The Emergency Plan is a collection of chapters that define the responsibilities of city staff in response to emergency situations. Each chapter within the Plan addresses one of the individual City departments. The Plan presents detailed responsibilities for key departmental positions and includes procedures and information for contacting staff that is not on duty at the time of the emergency. The Emergency Plan does not address specific emergency situations, rather, it provides the framework for coordinating efforts throughout the City staff to provide the greatest level of assistance, guidance, and support to the community in response to a catastrophic event. The Kings County General Plan Evacuation Route Map is shown in Figure HZ-4.

Flood Prone Areas

Hanford is outside any flood prone areas according to the United States Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (Community Panel Number 0600860075B, March, 1987). Hanford is within Zone X which is outside the 500 year flood area.

HAZARDOUS WASTES & MATERIALS

Pursuant to California State Law, AB 2948, Kings County has prepared and adopted a County Hazardous Waste Management Plan (CHWMP). The CHWMP was developed in compliance with the many Federal, State, and local government laws and regulations which apply to management of hazardous waste Treatment, Storage, and Disposal (TSD) facilities.

Overall, Kings County is not a major producer of hazardous waste, due mainly to the limited industrial development which has occurred within the County to date. In contrast to the low waste production levels, the County contains one of the largest hazardous waste TSD facilities in the state, the Kettleman Hills facility.

Siting New Facilities

The Chemical Waste management - Kettleman Hills facility provides adequate capacity and sufficient projected capacity for management of Kings County's hazardous waste stream (Kings CHWMP), and so no additional hazardous waste facilities are proposed at this time. However, consistent with AB 2948, the Kings CHWMP has identified general areas within the County where a TSD facility may be sited.

Kings County's current intent is to site TSD facilities only in heavy industrial or general agriculture zones as a conditional use if certain criteria can be met. The broad siting criteria include review for:

- **High Hazard Areas** - Seismic; floodplains; wetlands; habitat of endangered species; soils stability; major recharge areas for aquifers
- **Public Safety** - Distance for residences; distance from immobile populations; proximity to major transportation routes; public health and safety benefit to the County.
- **Physical Limitations of the Site Area** - Permeable strata and soil; non-attainment air quality areas; prime agricultural lands; depth of groundwater.
- **Location-Specific Criteria** - Proximity to public facilities; proximity to waste generation streams; industrial, commercial and specially zones lands; recreation cultural and aesthetic areas; mineral resources areas, military lands; other State, Federal and indian lands.

Transportation of Hazardous Wastes

Transportation is among the greatest risks associated with hazardous waste management programs. Given the capacity of the Kettleman Hills facility and the many waste generators shipping hazardous materials to the facility, there is a significant potential risk to the Hanford community associated with transportation related hazardous waste incidents.

The Kings CHWMP seeks to minimize the risk of transportation related incident through designating routes for hazardous waste transport. At present, the CHWMP only indicates that transport should occur on the most major road possible. Roadways are defined in a three-tier classification of minor roads, arterial or collector roads and state and interstate routes. The CHWMP suggests that transport should be maximized on the highest tier roads, or highways and freeways, and minimized on the lowest tier, or minor roads, to the extent feasible. Additional considerations of overall safety and economy of routes will be considered in designating specific transport routes. In cooperation with the Cities and California Highway Patrol Kings County has designated specific routes for transport of hazardous wastes.

Aerial Spray Operations

An area of special concern regarding hazardous materials is the aerial spraying of agricultural crops. This method of application requires regular washing and rinsing of tanks after applications. Over the years, residues have accumulated and toxic problems have developed. Currently, the City of Hanford policy does not allow aerial operators

based at the Hanford airport to wash or rinse tanks at the airport. The long range solution for this situation may be to develop special facilities for the disposal of this waste.

Site Specific Hazards

Site specific hazardous material locations may exist within the Hanford Planning Area which have not yet been identified. Laws and regulations for handling hazardous materials and waste, as well as a broadening definition of hazardous materials has occurred within the past 10 years. Past practices of material disposal now could define certain areas as hazardous material locations and require regulated clean up. These locations may range from farming operations to industrial sites and as Hanford grows some of these potential sites may be converted to new uses which will disturb soils potentially containing hazardous materials and have the potential of exposing residents to these hazards. As part of the development approval process the importance of site assessments, especially where the presence of potentially hazardous materials is suspected, can not be overlooked. Many lending institutions now require a "Preliminary Site Assessment" (PSA) as part of their due diligence in making development loans. The City may as part of its development approval process may also require a PSA as part of the initial environmental assessment to ensure that potentially hazardous conditions do not exist, or to trigger additional study to abate conditions where they do exist.

PUBLIC SAFETY

The Safety Element also includes urban and wildland fire considerations. Generally, Hanford is free from major wildland fire hazards. Among the important issues with regard to fire safety and suppression is the placement of fire stations within a reasonable response to urban uses in the City. Accompanying the adequate equipment and strategic location of fire stations, is the need to provide for adequate fire flow in water systems (including fire hydrants) and adequate standards for roadway access to serve fire equipment. Other issues relate to transportation and storage of hazardous or potentially hazardous materials. Public safety concerns often surface in the Safety Element while considering canals, street lighting, perimeter security lighting, pedestrian trails and paths, and overall law enforcement level-of-service in the City. This is particularly important with the consistency required between the City's Capital Improvement Program and the General Plan where new or expanded public facilities are programmed.

Fire Services

Personnel and Future Demand

The Hanford Fire Department currently operates with full staff and volunteers. Fire Dispatch is handled through the Hanford Police Department.

The number and kind of vehicles available to the Fire Department will substantially depend on the type of development occurring in the City. An additional factor is the age of current equipment and the need to replace this older equipment with modern fire fighting apparatus. Additional fire fighting equipment will be required as urban growth demands new fire stations to be constructed.

Service Locations and Future Demand

The City of Hanford is currently served by two fire stations. Station No. 1 is a 10,000 sq.ft. facility located at 350 W. Grangeville Blvd. Station No. 2 is a 4,500 sq.ft. facility located at 10553 Houston Avenue. Station service areas are designed to allow for an approximate 5 minute response time which is the acceptable standard for the City of Hanford. Most of the existing City falls within the 5 minute response time contour from the current stations. Growth of the City to the east or west will begin to place more development outside the acceptable response time contours. Based on population and area of growth considered by the Land Use Map, two additional fire stations are needed to maintain acceptable standards. One future station should be located near 12th Avenue south of Highway 198, and a second station should be located near East Lacey Blvd. north of Highway 198.

Community Programs

Fire safety education programs consist primarily of a school fire safety program, spring clean-up, fire prevention week activities, earthquake safety, burn awareness, poison control, and commercial kitchen safety.

An annual fire safety program is provided for school children (kindergarten through sixth grade) and a preschool program is available upon request. Tours of fire stations are also conducted for school children.

During fire prevention week, fire safety education programs and displays are provided for the general public and to all Hanford Elementary Schools.

Project Development Review

The Planning Department refers appropriate project applications to the Fire Department for review and comment. This review includes topics such as access, alarm systems, need for on-site suppression systems (sprinklers), addressing locations, hydrant location, etc.. Comments and recommendations of the HPD are forwarded to the Planning Department for inclusion as development conditions.

Service to Unincorporated Areas

The Kings County Fire Department provides services to the unincorporated area surrounding the City. Given the level of urban development and the uncertainty of boundaries near the City limits, a joint response including City Fire Department is typical. Actual responsibility is determined at the scene.

***Police Services* Personnel and Future Demand**

The Hanford Police Department (HPD) currently operates out of a single station located at 425 North Irwin Street. This facility, while adequate for current programs and community demands, offers little room for expansion to meet increasing needs of the police services. As growth continues in Hanford additional sworn officers and support staff will be required. Expanding personnel requires significant capital investment for equipment such as vehicles, law enforcement supplies, and office space.

The Police Department dispatches both for police and fire services.

Community Programs

The HPD currently provides two educational programs for the Hanford elementary School District. Each fall, the Stop On A Dime program provides education and safety awareness to elementary school students regarding traffic safety. Another elementary school program, Drug Abuse Resistance Education (DARE), is aimed at reducing and avoiding drug abuse problems at an early age. The DARE program is co-funded by the Hanford Elementary School District and the HPD. The HPD would like to expand the DARE program to include high school students as part of developing a School Resource Officer program.

Development Project Review

The Planning Department refers appropriate project applications to the Police Department for review and comment. This review includes topics such as lighting, alarm systems, and access. Comments and recommendations of the HPD are forwarded to the Planning Department for inclusion as development conditions.

Service to Unincorporated Areas

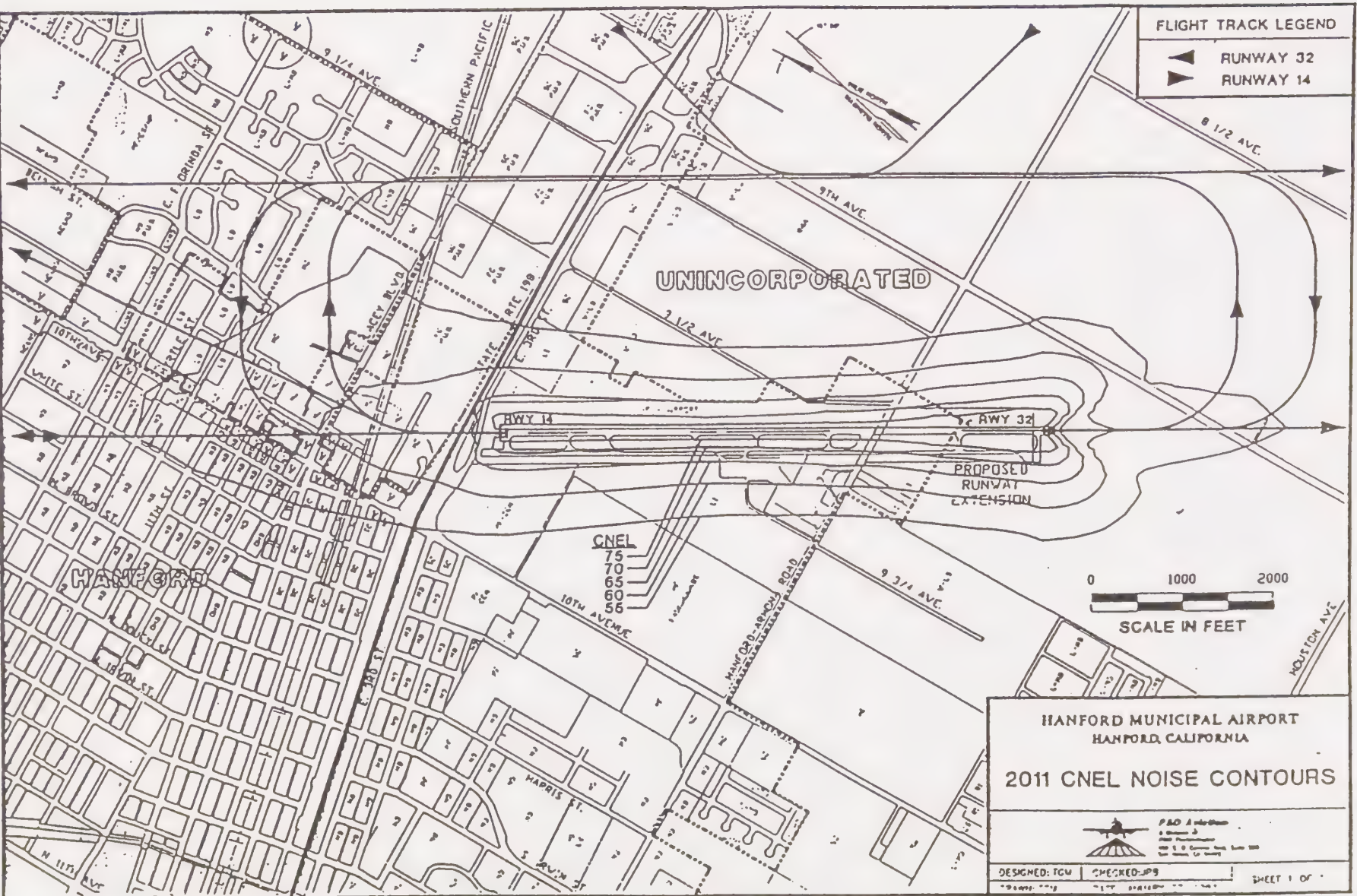
The Kings County Sheriffs Department is responsible for law enforcement within the unincorporated areas surrounding the City of Hanford. In the event that the Sheriff's Department requires assistance

or is unable to respond, the HPD will dispatch officers as needed, per request of the Sheriff's Department watch supervisor. The Sheriff's Department has full law enforcement authority in the unincorporated areas of Kings County, and the California Highway Patrol has full traffic enforcement responsibility in unincorporated areas of the County.

HANFORD AIRPORT

The Hanford Airport Master Plan is being prepared which will address a 20 year time frame. The plan forecasts a growth in aircraft activity from a 1991 level of about 35,000 operations to over 63,000 by the year 2011. The number of fixed base operators are expected to increase from 64 to over 105 in the same time frame. Among the alternatives in the plan is the extension of the runway by 1,893 feet for a total length of 5,855 feet. This will allow aircraft to take off earlier, and turn out of the pattern earlier than currently, which should improve safety. The General Plan will assume that this option will be selected and include the effects of additional aircraft and noise in the Hazards Element.

FIGURE HZ-5



AIRPORT NOISE MAP
(PROPOSED RUNWAY EXTENSION 1994)

FIGURE HZ-6

NOISE Noise is usually defined as unwanted sound. It consists of any sound that may produce physiological or psychological damage and/or interfere with human communication, work, rest, recreation, and sleep. People recognize that noise has become an environmental pollutant that threatens our quality of life. In this way, it is a form of energy waste from human activities.

Land use compatibility with noise is an important consideration in the planning and design process. Some land uses are more susceptible to noise intrusion than others, depending on the nature of activities expected with that use. For instance, at educational facilities it is important to concentrate and to communicate. An interior noise level in excess of 50 dBA may interfere with these activities. Similarly, interference with sleep may occur at 45 dBA, so residential land use standards must reflect this noise level.

Some land uses are more tolerant of noise than others. These uses typically include activities that generate loud noise levels or those that do not require verbal interaction, concentration, or sleep. Commercial and retail facilities require very little speech communication and therefore are generally allowed a noisier environments. Some industrial areas generate loud noises that would interfere more with communication than all but the highest exterior noise levels.

The major noise sources of concern are State Highway 198, Highway 41, Atchinson, Topeka and Santa Fe Railroad, and San Joaquin Valley Railroad. As the City builds-out traffic will increase on arterial and collector streets. As this traffic increases so will the noise associated with the traffic. As noise increases additional means of mitigating noise impacts on residents will be required. The most common means of mitigation are set-backs, noise barriers, and insulation.

Although construction activities associated with public works projects or private development occur throughout the City, they are generally localized and temporary. There is a vehicle race track at the Kings County Fairgrounds located in the City of Hanford. On the average, there are about 17 races scheduled for the racing season. In addition to the main categories of racing vehicles, there are also a number of races scheduled for midget cars. From a noise standpoint, these races are much less significant.

The Policies and Programs contained in the Noise Element, as well as those contained in the Land Use, Circulation, and Open Space and Conservation Element will ensure that noise will be at an acceptable and safe level through out the City.

AIR QUALITY

Hanford's air quality is affected by development which occurs within its boundaries, but more significantly by the balance of activities within the San Joaquin Valley. Improvement to air quality is a regional, state, and national problem and all of the various levels of government must work together to achieve an integrated set of policies and programs to address elements of the problem. Progress has been made since the 1960's since emission control efforts began. Regulations on vehicle emissions and industrial sources have improved air quality, but standards for several pollutants are still frequently exceeded in the San Joaquin Valley. Even the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) can not predict when state or federal standards will be achieved even with new technologies and new control measures expected in the next few years. Local air quality programs that reduce vehicle trips, and miles traveled can be a significant source of emission reductions. For this reason, the 1991 Air Quality Attainment Plan for the San Joaquin Valley includes a control measure to encourage cities and counties to adopt air quality elements.

The land use design, circulation system, and open space and conservation approach pursued in the Hanford General Plan emphasizes public transit accessibility, pedestrian facilities, and bicycling as a recreational activity. Objectives, policies, and programs contained in these General Plan Elements support and implement most of the SJVUAPCD air quality recommendations and are designated with AQ in parenthesis behind the Objective, Policy or Program. For a complete listing of the Goals, Objectives, Policies and Programs designed to implement the model Air Quality Element, please see Appendix B.

GOAL The Goal of the Hazards Element is to:

- ☐ **Minimize the community's exposure to harmful impacts caused by natural or man made hazards and noise.**

**Objectives Policies &
Programs**

OBJECTIVE HZ 1

Protect Hanford from hazards associated with the natural environment.

POLICY HZ 1.1

Minimize risks of personal injury and property damage associated with natural hazards.

Program HZ 1.1-A

Participate in state and County programs to educate the residents on procedures regarding preparedness and response to natural disasters, providing information describing procedures and evacuation routes to be followed in the event of a disaster.

Program HZ 1.1-B

Design consideration shall be given for future evacuation routes as a component of the street construction and improvement programs of the City. The City shall coordinate its planning and design efforts with other agencies including Kings County and CALTRANS.

POLICY HZ 1.2

Mitigate potential adverse impacts of geologic and seismic hazards.

Program HZ 1.2-A

Where questionable conditions exist, require geologic and soils studies to identify potential hazards as part of the approval process for all new development prior to grading activities.

Program HZ 1.2-B

Require that underground utilities be designed to withstand seismic forces.

Program HZ 1.2-C

Continue to incorporate appropriate earthquake prevention standards into the city uniform building codes and require that all new structures be engineered to meet seismic safety code standards.

POLICY HZ 1.3

Minimize fire hazards within the Hanford Planning Area.

Program HZ 1.3-A

Implement the goals, objectives and requirements as identified in the City of Hanford Fire Protection Master Plan which is hereby incorporated by reference into the General Plan.

Program HZ 1.3-B

The City shall minimize the dependencies of new commercial, industrial, and mixed-use developments on fire fighting personnel and equipment by requiring on-site fire suppression systems which include sprinklers and pumps, as necessary.

Program HZ 1.3-C

The City shall require property owners to remove fire hazards, structures, materials and debris as directed by the Fire Department.

Program HZ 1.3-D

All new development shall be constructed according to the fire safety and structural standards contained in the latest adopted UBC and related regulations.

OBJECTIVE 2

Protect the citizens of Hanford and its environment from exposure to hazardous materials or waste.

POLICY HZ 2.1

Any risks involving the disposal, transport, manufacture, storage and handling of hazardous material in Hanford shall be evaluated in the project review process.

Program HZ 2.1-A

Coordinate with Kings County to provide educational opportunities for generation of small quantity, household and agricultural waste products regarding their responsibilities for source reduction and proper and safe hazardous waste management.

Program HZ 2.1-B

Adopt current versions of the Uniform Fire Code to regulate the storage of hazardous substances.

Program HZ 2.1-C

Restrict the storage of hazardous material in industrial areas which are located near sensitive receptors.

Program HZ 2.1-D (AQ)

Consider the emission of toxic air contaminants from existing facilities when siting new sensitive receptors near such a source. Where appropriate, consultation and coordination with SJVUAPCD shall be undertaken.

Program HZ 2.1-E

Coordinate with the California Highway Patrol to maintain designated travel routes through the Hanford Area for vehicles transporting hazardous materials.

Program HZ 2.1-F

Coordinate with the Kings County Health Department for the implementation of the Hazardous Material Disclosure Law.

Program HZ 2.1-G (AQ)

Identify potential users and producers of hazardous materials at the time of permit application and mitigate dangers associated with these materials. Where appropriate, consultation and coordination with SJVUAPCD shall be undertaken.

Program HZ 2.1-H (AQ)

Land uses using, storing or producing hazardous materials shall be located at a safe distance from other uses that may be adversely affected by such activities. Sensitive receptors such as schools, hospitals, day care centers, convalescent homes, and other immobile populations shall be considered during the review process. Where appropriate, consultation and coordination with SJVUAPCD shall be undertaken.

OBJECTIVE HZ 3

Provide high quality emergency services to protect life and property in the City of Hanford.

POLICY HZ 3.1

Provide for efficient and cost effective fire and emergency medical service to minimize potential injury, loss or destruction to persons or property.

Program HZ 3.1-A

Continue with an intensive weed abatement program to minimize fire hazards near urban uses.

Program HZ 3.1-B

Potential fire hazards shall be identified in project review and shall be mitigated to an acceptable level.

Program HZ 3.1-C

To the extent feasible the City shall maintain Fire Marshall inspection services to ensure that new and remodel construction complies with Fire Code requirements, and that commercial and industrial buildings are meeting minimum fire prevention and safety requirements.

Program HZ 3.1-D

Maintain mutual aid with Kings County, City of Lemoore, and Lemoore Naval Air Station Fire Departments, and the California Division of Forestry.

Program HZ 3.1-E

Maintain emergency fire dispatch services at an acceptable level and the extent feasible maintain mutual aid communications channels with Kings County Central Dispatch.

POLICY HZ 3.2

Implement the Emergency Preparedness Plan.

Program HZ 3.2-A

Update the Emergency Preparedness Plan annually to respond to changes in land use, population and incorporated city boundaries, including: evacuation routes; location of critical facilities; peak load water supply requirements; minimum road widths and turning radii; and identification of the population at risk.

Program HZ 3.2-B

Coordinate with Kings County, Federal Emergency Management Agency, Office of Emergency Services, in reducing community risk in the event of a disaster through Emergency Preparedness Plan preparation and disaster drills.

Program HZ 3.2-C

Coordinate City evacuation routes with Kings County's emergency evacuation routes.

Program HZ 3.2-D

Ensure that public and private water facilities have adequate capacity to supply emergency needs.

POLICY HZ 3.3

Promote community order by preventing criminal activity, enforcing laws, and meeting community police service demands.

Program HZ 3.3-A

Maintain the 911 emergency system, and promote Neighborhood Watch systems and similar crime prevention activities and programs through schools and community organizations.

Program HZ 3.3-B

Design public and private spaces to minimize opportunities for criminal activity.

Program HZ 3.3-C

Maintain mutual aid with Kings County and neighboring County law enforcement agencies and the California Highway Patrol.

Program HZ 3.3-D

Law enforcement hazards shall be identified in project review and shall be prevented or mitigated to an acceptable level.

POLICY HZ 3.4

Facility and equipment needs of the Hanford Fire Department and Police Department shall be considered in the review of new development and mitigated to an acceptable level.

Program HZ 3.4-A

Requirements for additional fire stations and equipment shall be considered in Capital Improvement Programs and development fees.

Program HZ 3.4-B

Requirements for expanded police department facilities and equipment shall be considered in Capital Improvement Programs and development impact fees.

OBJECTIVE HZ 4

Protect the safety of persons on the ground from aircraft crash hazard potentials, and protect the safety of aircraft in flight.

POLICY HZ 4.1

Hanford shall participate in the development of an Airport Master Plan for the Hanford Airport.

Program HZ 4.1-A

Continue to work with the Federal Aviation Administration and the California Division of Aeronautics to prepare and implement the Hanford Airport Master Plan and associated environmental documents.

Program HZ 4.1-B

Acquire land to implement the Airport Master Plan as necessary.

POLICY HZ 4.2

Hanford shall participate in the development of an Airport Land Use Plan for the environs of the Hanford Airport.

Program HZ 4.2-A

The Land Use Element of the Hanford General Plan and the Hanford Zoning Ordinance shall be used to restrict potentially hazardous land uses from being established within Clear Zones A and B of the Hanford Airport.

Clear Zone A is the area nearest the airport runway where the probability of an accident and the impact of noise are the greatest. The following restrictions would apply in Clear Zone A:

No new residential construction.

No new schools, churches, or other facilities accommodating large groups of people.

Height limitations of structures shall be in conformance with Federal Aviation Administration regulations.

No new structure shall be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.

Clear Zone B is the area immediately adjacent to Zone A, where the probability of an accident is lower than in Zone A and where there may be unacceptable noise levels. The following restrictions apply in Clear Zone B:

Creation of new residential lots will be prohibited.

New single family residential construction may be allowed on existing lots on a case-by-case basis after evaluation for potential hazards.

No new schools, churches, or other facilities accommodating large groups of people may be constructed.

Height limitations of structures shall be in conformance with Federal Aviation regulations.

No new structure may be built within 300 feet of the center line of the runway or 1,000 feet from the ends of the runway.

POLICY HZ 4.3

The Kings County Airport Land Use Compatibility Plan will be incorporated by reference into the City of Hanford General Plan once adopted.

OBJECTIVE HZ 5

Minimize risks of personal injury associated with potential hazards in the man made environment.

POLICY HZ 5.1

Public safety hazards associated with irrigation canals and drainage areas shall be minimized by fencing or restricting access.

Program HZ 5.1-A

Establish design criteria for publicly accessible irrigation facilities, slough remnants, detention basins and drainage facilities to minimize potential for accidents and injury.

Program HZ 5.1-B

Participate with canal owners and operators, to ensure that City operated facilities have properly located hazard warning signs.

OBJECTIVE HZ 6

Protect the residents of Hanford from the harmful and annoying effect of excessive noise and protect the City's economic base by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

POLICY HZ 6.1

Ground transportation noise: The compatibility of proposed projects with existing and future noise levels due to ground transportation noise sources shall be evaluated in relation to Table HZ-2. Noise levels in outdoor activity areas and interior spaces shall be mitigated to the levels shown in Table HZ-2.

POLICY HZ 6.2

Aircraft noise: All new land use proposals shall be evaluated against the land use policies of the Kings County Airport Land Use Compatibility Plan (KCALUP) for aircraft-generated community noise.

Program HZ 6.2-A

All residential development shall be restricted to areas where outdoor noise levels are less than 65 dB CNEL and shall be prohibited in those areas which are greater than 65 dB CNEL except those areas that were designated for residential development prior to the adoption of the General Plan Noise Standards. In those areas, residential uses may be permitted within the 65 to 70 dBA CNEL Noise Contour, if the City Council makes findings of "special conditions", as that phrase is defined by the KCALUP.

POLICY HZ 6.3

Non-transportation noise: Noise created by non-transportation noise sources shall be mitigated so as not to exceed the interior and exterior noise level standards of Table HZ-3. Where proposed non-transportation noise sources are likely to produce noise levels exceeding the performance standards in Table HZ-3, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

POLICY HZ 6.4

Non-transportation noise: New development of noise sensitive land uses shall not be allowed where the noise level due to non-transportation noise sources will exceed the standards of Table HZ-3. Where noise sensitive land uses are proposed in areas exposed to existing or projected exterior non-transportation noise levels exceeding the

performance standards of Table HZ-3, an acoustical analysis shall be required so that noise mitigation may be included in the project design.

POLICY HZ 6.5

All acoustical analyses required by the Hazards management Element shall:

- Be the responsibility of the applicant.
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- Estimate existing and projected (20 year) noise levels in terms of L_{dn} and/or the standards of Table HZ-3, and compare those levels to the policies of this Element.
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of this Element. Where the noise source in question consists of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
- Estimate noise exposure after the prescribed mitigation measures have been implemented.
- Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

Table HZ-2

**Maximum Allowable Noise Exposure to Ground
Transportation Noise Sources**

Land Use	Outdoor Activity Areas ^a	Interior Spaces	
	$L_{dn}/CNEL, dB$	$L_{dn}/CNEL, dB$	L_{eq}, dB^b
Residential	60 ^c	45	--
Transient lodging	60 ^c	45	--
Hospitals, nursing homes	60 ^c	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls	60 ^c	--	40
Office buildings	--	--	45
Schools, libraries, museums	--	--	45
Playgrounds, neighborhood parks	70	--	--

Notes:

^a Where the location of outdoor activity areas is unknown, the exterior noise-level standard shall be applied to the property line of the receiving land use.

^b As determined for a typical worst-case hour during periods of use.

^c Where it is not possible to reduce noise in outdoor activity areas to 60 db $L_{dn}/CNEL$ or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 db $L_{dn}/CNEL$ may be allowed provided that available exterior noise-level reduction measures have been implemented and interior noise levels are in compliance with this table.

-- = not applicable

L_{dn} = Day-Night Average Sound Level

CNEL = Community Noise Equivalent Level

dB = Decibels

Source: Brown-Buntin Associates 1991.

Table HZ-3

**Noise-Level Performance Standards for New Projects Affected
By or Including Non-Transportation Sources**

		Exterior Noise-Level Standard (Applicable at Property Line)		Interior Noise-level Standard	
Land Use	Noise-Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Residential	L_{eq}	50	45	40	35
	L_{max}	70	65	60	55
Transient lodging, hospitals, nursing homes	L_{eq}	--	--	40	35
	L_{max}	--	--	60	55
Theaters, auditoriums, music halls	L_{eq}	--	--	35	35
Churches, meeting halls	L_{eq}	--	--	40	40
Office buildings	L_{eq}	--	--	45	--
Schools, libraries, museums	L_{eq}	--	--	45	--
Playgrounds, parks	L_{eq}	65	--	--	--

Notes:

Each of the noise levels specified above shall be lowered by 5 dB for simple tone noises, noises consisting primarily of speech or music, or recurring impulsive noises. These noise-level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

L_{eq} = Noise Equivalent Level

L_{max} = Maximum Noise Equivalent

POLICY HZ 6.6

The City shall utilize procedures for project review and issuance of building permits to ensure that noise mitigation measures identified in an acoustical analysis are implemented in the project design.

POLICY HZ 6.7

The City shall require monitoring of compliance with the standards of the Noise Element after completion of projects where noise mitigation measures have been required.

POLICY HZ 6.8

The Hanford Police Department shall actively enforce the California Vehicle Code sections relating to adequate vehicle mufflers and modified exhaust systems.

POLICY HZ 6.9

The City shall purchase only equipment and vehicles which comply with noise level performance standards based upon the best available noise reduction technology.

POLICY HZ 6.10

The City shall require all development projects to mitigate noise impacts associated with construction activities.

OBJECTIVE HZ 7 (AQ)

Develop effective communication, cooperation, and coordination in establishing and operating community and regional air quality programs.

POLICY HZ 7.1 (AQ)

The City shall endeavor through the project review and environmental assessment process, to accurately determine and provide for fair and implementable mitigation measures for air quality impacts.

Program HZ 7.1-A (AQ)

Once the SJVUAPCD emission thresholds are established, the City will require air quality analysis on projects which exceed those thresholds to be included in environmental documents.

Program HZ 7.1-B (AQ)

Where mitigation measures have been determined to be feasible and implementable, such measures may become recommended conditions of the project approval process.

Program HZ 7.1-C (AQ)

The City will work with other local governmental agencies on a regional basis to develop realistic and implementable basin-wide Air Quality Impact Assessment Guidelines that will provide standard criteria for determining significant environmental effects, a uniform method of calculating project emissions, and standard mitigation measures applicable to all cities.

Program HZ 7.1-D (AQ)

Among the environmental review mitigation measures or conditions for development are appropriate air quality mitigation measures recommended by the SJVUAPCD to reduce particulate emissions from construction, grading, and demolition.

Program HZ 7.1-E (AQ)

Through the environmental assessment and review process, the City will encourage developers to limit fireplace installations in new projects which do not meet EPA Phase II standards. Natural gas, pellet stoves, or other devices which minimize emissions shall be encouraged.

Program HZ 7.1-F (AQ)

Assist the SJVUAPCD in implementing District Regulation VIII where appropriate.

POLICY HZ 7.2 (AQ)

Because air quality problems and solutions require regional cooperation and action, Hanford will participate with neighboring and regional jurisdictions in coordinating air quality management programs.

Program HZ 7.2-A (AQ)

Once emissions thresholds are established by the SJVUAPCD, the City will consult with SJVUAPCD in the "early consultation process" as recommended by CEQA to determine a reasonable scope of air quality analysis for affected projects.

Program HZ 7.2-B (AQ)

Once the PM 10 emissions reduction program has been determined by the SJVUAPCD, the City of Hanford will participate with other neighboring jurisdictions to implement those rules.

POLICY HZ 7.3 (AQ)

Hanford will seek methods to integrate land use, circulation, and air quality planning with neighboring and regional jurisdictions.

[End of Hazards Management Element]

OPEN SPACE, CONSERVATION & RECREATION ELEMENT

INTRODUCTION

The requirements for the Open Space Element (Government Code Sections 65302[e] and 65560 et seq.) are similar to those issues which are addressed in the Conservation Element (Government Code Section 65302(d)). Therefore, this element combines these two state-mandated elements, Open Space and Conservation, and adds an optional Recreation component into one comprehensive OCR element.

State law mandates that open space element address four basic areas of concerns: (1) Open space for resource management including agricultural and mineral resources; (2) Open space for outdoor recreation including parks and recreational facilities; (3) Open space for public health and safety including flood prone areas and earthquake fault zones; (4) Open space for the preservation of natural resources, including natural plant communities, habitat for fish and wildlife, and water resources. Added to this, the conservation element is required to address issues such as waterways, soils, wildlife preservation, natural and riparian habitats and scenic, historical and cultural resource conservation. Recreational topics addressed in this element include neighborhood and community parks, and trail systems. Much of the important aspects of each of these issues is addressed through Goals, Objectives, Policies and Programs elsewhere in the plan. This section however, groups the discussion items providing an "Overview" to the Open Space, Conservation and Recreation programs of the City. This "Overview" discusses the following topics:

- | | |
|------------------------|---------------------------------|
| □ Open Space | □ Extractive Resources |
| □ Agricultural Lands | □ Energy Conservation |
| □ Water Resources | □ Historical/Cultural Resources |
| □ Biological Resources | □ Recreation |

OPEN SPACE

Open space, as defined by the Government Code, includes any parcel or area of land or waters which is essentially unimproved and designated for the preservation of natural resources, the production of natural resources, recreation, and public health and safety. This broad definition encompasses parks, storm drainage basins, viewshed setbacks and agricultural land.

AGRICULTURAL LANDS

Agricultural land is Kings County's most important resource. The preservation of agricultural resources is important to the economic vitality of the City and the region. Additionally, agriculture and its

associated open space are essential to preserving regional heritage and contribute to the quality of life for residents in the County.

Williamson Act Land

Much of the agricultural land that surrounds the City of Hanford is subject to the California Land Conservation Act of 1965, also known as the Williamson Act. Under the provisions of the Williamson Act, the property owner and the County enter into a ten year agreement, that renews itself every year for another ten years, to keep the property in agricultural use. In exchange for this guarantee, the property owner receives a property tax reduction. The County is reimbursed for the loss of revenue by the State.

Under the terms of the Act, once an owner has filed a notice of non-renewal of the Contract, the property taxes gradually increase over the subsequent ten years. After ten years, the property can be developed as any other piece of land. If the owner doesn't want to wait for the contract to expire naturally, a series of findings, and a penalty equal to 12.5 percent of the assessed value of the land were it not under the contract, must be paid to the State. The findings are almost impossible for a County to make, but under certain circumstances, can be made by a City.

Williamson Act land has affected the growth pattern of many communities, and can often prevent annexations and/or the efficient provision of services. This is especially true when adjacent parcels may not be covered by the Act, or have different times left to run on the Contract.

To address the Williamson Act issue, the City will include an agricultural zoning classification, to allow for the logical expansion of City boundaries and the expansion of services. The City will also prepare written guidelines for the cancellation of Williamson Act Contracts, including procedures, timelines, and an explanation of the requisite findings.

WATER RESOURCES

The City of Hanford is located in the Tulare Lake Hydrologic Study Area (TLHSA) as defined by the California Department of Water Resources (CDWR). Encompassing the southern portion of the San Joaquin Valley and adjacent mountain slopes, most surface water in the TLHSA originates as precipitation in the Sierra Nevada Mountain Range.

Hanford's underlying geology is comprised of alluvial deposits. Such deposits form highly productive groundwater aquifers which store vast quantities of water. The San Joaquin Valley groundwater basin has an estimated storage of 570 million acre feet with an estimated useable

capacity of 80 million acre feet (DEIR, Hanford Cogeneration Project, 1987).

A significant feature of the aquifers in the Hanford area is a layer known as the E-clay or Corcoran clay. This layer effectively divides the aquifer into two levels, creating an upper and lower aquifer. This layer is located approximately 450 feet below ground surface, and most current municipal groundwater usage is from the lower aquifer.

Historic Groundwater Demands

Groundwater has been utilized within the San Joaquin Valley since the early 1900s. Observations in 1916 recorded water levels less than 20 feet below ground surface (bgs) with free flowing artesian wells common. Development of irrigated agriculture and reliance on groundwater in the TLHSA had exceeded recharge as early as 1930. Overdraft levels (pumping exceeding recharge) continued to increase until the late 1970's. Since that time, overdraft rates have steadily declined with greater use of surface water resources.

Groundwater Recharge

The TLHSA has shown considerable potential for rapid groundwater recharge. This is evident in a reduction of overdrafting and actual increase in groundwater levels during the period of 1977 to 1986 and again following the break in the drought for the year 1993. The rising water table was likely related to the above normal precipitation for the period. This allowed greater reliance on surface water resources, lessened reliance on groundwater, and a general increase in soil absorption which resulted in aquifer recharge.

Groundwater in the Hanford area occurs in several ways. Water from natural precipitation, natural and manmade drainage ways and canals, and agricultural irrigation percolates to aquifers. Water also migrates below the ground surface from areas north of Hanford. Finally, Kings County Water District (KCWD) and the City of Hanford are involved in artificial recharge programs which utilize excess surface water.

The City of Hanford has approximately 568 acre feet of percolation and retention basins. Additionally, the City is planning to add approximately 317 acre feet of drainage basins. Most of these will be located along major drainage channels within the City, and these basins will be designed to provide groundwater recharge as well as providing flood protection. These basins may also be utilized during dry periods to percolate imported surface waters to recharge aquifers.

Water Quality

Quality of groundwater within Hanford is acceptable. Current State water quality standards establish a 0.05 ppm maximum arsenic level for domestic water. In order to meet these standards, the City now drills

wells up to 1,800 feet deep. While such wells provide water of acceptable quality, there is an economic trade off for these drill depths.

Water Suppliers

State planning law requires that general plan conservation elements address water resources in coordination with all water providers within the jurisdiction for which the general plan is prepared. Therefore, descriptions of agricultural water providers are included. A clear distinction exists between water service provided by the City for domestic use and water provided by local water districts for agricultural use.

Domestic Water

Domestic water in the Hanford area is provided by the City of Hanford. When the City acquired the water system in the late 1950's it also assumed responsibility for providing service to the unincorporated urban fringe areas. The City of Hanford and surrounding urban areas draw local groundwater to meet all domestic, commercial, and industrial water demands.

Guidelines for the management of the Hanford water system are presented in the Hanford Municipal Code, Chapter 6. This chapter of the Municipal Code establishes specific guidelines for the provision of water services, billing and service charges, and defines unlawful acts regarding the wasting of water.

Agricultural Irrigation Water

Agricultural irrigation water is provided in the vicinity of Hanford by the KCWD and the Kaweah Delta Water Conservation District (KDWCD). In addition to providing agricultural water, both of these Districts are involved in active groundwater recharge programs that are carried out through impounding surface water within sinking basins which recharge local groundwater aquifers, and delivery of surface water which reduces the reliance on groundwater for agriculture, thereby conserving that valuable natural resource.

**BIOLOGICAL
RESOURCES**

Naturally occurring vegetation and wildlife have recreational, educational, and aesthetic values to the entire community. As the City grows, the need for preservation of the valuable diversity of species becomes increasingly important.

Current data, available from the California Department of Fish and Game (DFG) Diversity Database, provides an insight into the sensitive biological resources that have potential for occurring in the Hanford Planning Area. These resources include sensitive plant/wildlife communities, jurisdictional wetlands, wildlife species and plant species.

***Plant & Wildlife
Communities***

Valley Sacaton Grassland has been reported in the vicinity of Hanford. Other sensitive plant/wildlife communities from Kings County include Valley Sink Scrub and Valley Saltbush Scrub.

Given the soils in the Hanford Area, there is a potential for vernal pools. Although no vernal pools have been documented in the State of California Department of Fish and Game California Natural Diversity Data Bank for Kings County, vernal pool communities may have existed in areas that have been destroyed beyond recovery by agricultural cultivation.

Vernal pools often contain sensitive invertebrate (wildlife) and plant species. A number of wildlife and plant species that inhabit vernal pools are currently proposed for listing as threatened or endangered.

Other sensitive wetland habitats such as marshes, sloughs, seasonal wetlands, alkali playas, etc., may be present within the Hanford Planning Area and subject to Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act.

Wildlife Species

The California tiger salamander (*Ambystoma tigrinum californiense*) and the San Joaquin kit fox (*Vulpes macrotis mutica*) may exist within the vicinity of the Hanford Planning Area. Other sensitive species known to occur in Kings County at greater distances from Hanford include; Tipton Kangaroo Rat (*Dipodomys nitratoideus*), Tri-colored blackbird (*Agelaius tricolor*), Swainson's hawk (*Buteo swainsoni*), and the Blunt nosed leopard lizard (*Gambelia silus*). If suitable habitat exists, any of these species could be residents or transient visitors of the Hanford Planning Area.

Although not currently reported in the Hanford Planning Area, other state or federally listed wildlife species are known to occur in Kings County. Included in this list are the Giant kangaroo rat (*Dipodomys ingens*) and San Joaquin antelope squirrel (*Ammospermophilus nelsoni*), and are listed as state endangered and state threatened, respectively.

Other candidate or non-listed species of concern to California Department of Fish and Game, include Burrowing owl (*Athene cunicularia*), Prairie falcon (*Falco mexicanus*), and the White faced ibis (*Plegadis chihi*). If new sightings, or other information indicate the potential of any of these species within the Hanford Planning Area, DFG would likely require an expanded analyses in any environmental documentation for proposed projects within the Hanford Planning Area.

On May 8, 1992, the U.S. Fish and Wildlife Service proposed to list as endangered, five shrimp species that inhabit vernal pools. These species include the Conservancy fairy shrimp, California linderiella, Longhorn fairy shrimp, Vernal pool fairy shrimp and the Vernal pool tadpole shrimp. If vernal pools remain within the Hanford Planning Area, they could contain these species.

Plant Species

The Recurved larkspur (*Delphinium recurvatum*) is known to occur in the vicinity of Hanford. Although not reported in the Hanford Planning Area, other listed species that occur in Kings County include California Jewelflower (*Calulanthus californicus*), and San Joaquin wooly-threads (*Lembertia congdonii*).

**EXTRACTIVE
RESOURCES**

Resource extraction involves the removal of natural resources from their place of discovery.

The only significant mineral commodities that might be found within the Hanford Planning Area are sand and gravel for road and building construction. At this time there are no known significant deposits, and no active mines.

**ENERGY
CONSERVATION**

The goal of energy conservation is to reduce the use of depletable or nonrenewable energy resources. Reduced consumption may be achieved either by the more efficient use of these resources, or by replacing them with renewable or non-depletable resources.

Energy is either renewable or non-renewable. Renewable resources are those whose supply is unlimited or can be replenished. This includes solar and wind energy, and, if properly managed, hydroelectric and geothermal power. Nonrenewable resources are those which are limited in supply and which may eventually be depleted. These energy resources include water, oil, and gas. At present, most energy consumed is nonrenewable.

According to *The 1992-1993 California Energy Plan* prepared by the California Energy Commission, over 90 percent of the energy consumed in California in 1991 originated from fossil fuels. Transportation accounted for approximately 50 percent and industrial uses comprised

approximately 30 percent of all energy consumed. Residential use of energy was limited to approximately 12 percent of the total energy consumed. The remaining 8 percent is consumed by various sources including agriculture.

Both new and existing buildings can be adapted to the use of renewable energy resources. The City of Hanford's climate is ideal for development of active and passive solar heating. Solar energy can be utilized for building and water heating needs. Solar energy can be applied in new buildings, since the structure can be positioned and built to take full advantage of the sun. Building can also be designed to minimize the use of air conditioning by blocking the summer sun and collecting air for natural ventilation.

Vegetation can help with conservation of energy by lowering ambient temperatures of structures and parking lots. Reducing ambient temperatures of building could reduce air conditioning requirements. Vegetation can also be used to protect buildings from the cooling effects of winter winds.

There are four general options the City of Hanford may utilize to encourage energy consumption. First, the City can influence land use and infrastructure patterns. Second, the City can provide educational material for energy conservation. Third, the City can provide incentives to encourage energy conservation. Finally, the City can adopt regulations requiring energy conservation. Regulations can take a variety of forms and reflect varying degrees of stringency.

HISTORIC & CULTURAL RESOURCES

The City of Hanford contains many physical links with its historic past. Historic sites, buildings and objects are reminders of the City's unique heritage and its place in the development of the Central Valley and the State.

Historic Preservation

Historic preservation is the identification and protection of these sites and structures of architectural, historical, archaeological, or cultural significance. Historical sites and landmarks are unique reminders of the social, economic and political history of an area and their preservation includes many benefits. The preservation of cultural resources is the preserving of tangible presence of the past. The economic benefits of historic preservation are many: (1) tourism; (2) an increase in rental and resale value of property; (3) lower replacement costs by recycling older buildings; and (4) increased tax revenues. Historic preservation can also be considered as a reinvestment in a neighborhood to stop its decline and reverse its downward spiral. The reuse of vacant or abandoned buildings and the reuse of existing infrastructure has evolved into a viable approach to revitalizing neighborhoods.

Historical Landmarks

In the early 1980's, the City's Historic Preservation Committee conducted an extensive historic resources survey (*City of Hanford Historical Resource Project*) of the historic buildings and features within the downtown core with the intent of establishing a historical district in the downtown civic center area. The City adopted a Historic Resources Combining District in 1985 to officially recognize the area and to establish a design review process to foster enhancement of the historical character of the buildings. The District essentially covers a major portion of the older Hanford Downtown Business District and some surrounding residential areas. The City also established a Historic Resources Commission to conduct studies and make recommendations to the City Council to designate historic districts, buildings or sites. A system of permits was established for alteration or new construction of buildings in the Historic District. Activity within the District must comply with standards which have been established by the City. The standards are comprehensive and control such items as color, materials, architectural styles and signs. Also subject to review and permitting is the demolition of buildings within the District, or buildings which have been designated as historic buildings in the City.

The Historic Preservation Committee's study recommended some buildings for inclusion in the National Register of Historic Places and/or California Historical Landmarks of Points of Interests. The information collected by the Historical Preservation Committee is the most thorough list of historical sites within the City to date. This information provided assistance in forming the basis of the goals, objectives and policies for the preservation of historical resources within the planning area.

Archaeological Sites

Archaeological sites can yield information about the historic activities of man, evidence of earlier cultures that once inhabited the area, and sites having spiritual or cultural significance to living native americans. Archaeological sites, unlike other types of historic resources, should not be publicized due to the potential for vandalism. Archaeologists recommend that such sites be left untouched until competent professional research can be done. Site locations should be filed with the appropriate local archaeological society or institution, and locations should be identified only to qualified researchers or when projects may threaten the integrity of a site.

The Southern San Joaquin Valley Information Center at California State University, Bakersfield, reports that a number of small archaeological surveys have been conducted within in the Hanford Planning Area. Although there are no recorded archaeological sites with in the City of Hanford, there is a possibility that archaeological resources may be present. Because systematic archaeological surveys have not been

conducted in the Hanford Planning Area, it not possible to predict where sites may be located, or to determine the archaeological sensitivity of any specific property. A typical condition of environmental review or development permit, is that if potential archaeological sites are discovered, all work on the project shall be stopped immediately, and a qualified archaeologist retained to evaluate the site and prepare a report. Only after the site has been evaluated, and appropriate agencies have made findings and recommendations, will work be allowed to continue.

RECREATION

Meeting the recreational needs of the current and projected population of the Hanford area is a responsibility of both the public and private sectors. The public sector typically addresses recreational needs through public parks with their various facilities (e.g., play equipment, ball fields and courts, swimming pools, passive play and picnic areas) and through a variety of organized recreational programs, instructional programs and special events conducted at neighborhood and community centers. The private sector addresses recreational demand through the development of bowling alleys, roller skating rinks, movie theaters, private recreation and swimming pool associations, arcade centers and a variety of other businesses serving the leisure demand. This element will limit itself to addressing public outdoor recreation needs.

Park Facility Standards

Standards provide a means of measurement for the allocation of recreational space and facilities for people in a given area. Standards can also be used to determine whether an existing developed area has an excess, or a deficiency of, recreational space and/or facilities. Finally, standards can be used to establish programs to help make improvements and better meet the recreational needs of the community. The following standards define the various park types for the City:

Neighborhood Park

A neighborhood park is designed to meet local "neighborhood" needs and is intended to be within walking or bicycling distance of one-half mile from their residence. A neighborhood park service area should not cross any major natural or manmade barriers (i.e., railroads, waterways, major roadways such as arterials) that inhibit access to the park. Neighborhood Parks usually emphasize children orientated facilities, providing a variety of play spaces and associated amenities. Within the City of Hanford, many of the existing neighborhood parks are located adjacent to elementary schools, providing a greater range of activities at one site. Neighborhood parks are usually designed to serve an area with a population ranging from 1,000 to 3,000 residents. For ease of maintenance, and efficiency of use, a neighborhood park should provide five to ten acres.

The size of the park and the type of facilities incorporated within the park site should reflect the needs and characteristics of the current and projected population to be served by the park. When an elementary school is fairly centrally located to the population area being served, parkland and recreational facilities may be best located and planned at the school to optimize the use of the school outdoor and indoor facilities, and to supplement rather than duplicate facilities within the school site. However, there may be a use conflict where elementary schools are used for year-round education, and additional facilities may be necessary.

Community Park

Community parks serve a group of neighborhoods, generally three to five neighborhoods, within a one mile radius service area. Since patrons typically drive to use community parks, they should be easily accessible from arterial and collector streets. Community parks supplement the neighborhood parks by providing for activities that require more space and special facilities. In addition, community parks may also serve as the neighborhood park for the immediate neighborhood. Community park amenities are oriented to both adults and children, often providing specialized facilities such as tennis courts, community centers, swimming pools, and sports fields such as baseball, softball and soccer. Community parks are generally between 20 and 50 acres. Community parks can also be developed as joint-use facilities able to accommodate seasonal stormdrainage basins, water wells and noise attenuation measures.

Regional Park

Regional parks or recreational areas are designed to serve an entire community or district and are usually over 50 acres in size. Regional parks may be large natural or preservation areas along waterways, adjacent to waterbodies or scenic areas preserved for the use by the general public. Regional parks fulfill a special need in that they offer a relaxing environment of family and group activities.

Open Space

An open space area is typically a large undeveloped area intended to serve as a greenbelt, or visual break to development, or to address public health and safety needs (i.e., noise sensitive areas). Open space can also be used to protect an environmental resource, yet provide those types of recreational uses which do not substantially alter or destroy the natural environment. Low intensity recreational uses such as walking and bicycling are often compatible with open space areas. Open space

can often be designed to serve dual purposes such as noise buffers, water recharge and storm drainage. Land designated as Open Space may also be actively farmed.

Linear Parks and Trails

A linear park is a strip of land established for the purpose of walking or bicycling. Linear parks often include natural or man-made linear sources such as sloughs, utility right-of-way or service roads. Several existing watercourses and railroad right-of-way traversing the City could provide excellent opportunities for linear trail systems. Linear trails may be used to buffer noise sources, such as a rail right-of-way, or soften the impact of a wall or other utilitarian feature.

Existing Park & Recreation Facilities

Through its Recreation Department, the City operates and maintains 14 neighborhood parks comprising a total of 24.4 acres. The City has three community parks, Centennial Park, Youth Athletic Complex and the Hidden Valley Park. Community parks occupy approximately 60 acres within the City. Presently 20 acres of the planned 40 acre Hidden Valley Community Park is developed. Overall, the City inventory of parkland consist of approximately 90.4 acres.

Each individual park site contains various types of facilities which are based on the needs of the residents served by the park, park size and geographic characteristics. Picnic areas and playground equipment are usually deemed essential for a park to serve the surrounding neighborhood. Of the City's 14 neighborhood parks, only three provide picnic facilities, and seven provide playground apparatus. Specialized recreational facilities (e.g., tennis courts, swimming pool, ball fields) exist at five of the City's facilities. The most common specialized facilities are lighted ballfields.

Kings County Park Facilities

Hanford residents enjoy the use of three County parks which provide regional recreational opportunities; Burris, Laton-Kingston and Hickey Parks. The County is in the final stages of developing Park Master Plans for these three parks. Burris Park is located approximately 12 miles north of Hanford and offers a combination of active and passive recreation. Laton-Kingston Parks are located adjacent to one another on the Kings River approximately 10 miles north of Hanford. The focus of these parks is primarily passive recreation. The park's beach areas are very popular for sunning and swimming when the Kings River is flowing. Hickey Park is located approximately eight miles northwest of Hanford. This is the most highly used park in Kings County. This park offers a combination of passive and active recreation.

Public School Facilities

School playground equipment, ball fields, play courts and open grass areas meet some community and neighborhood recreational need in nearly all areas of the City. The school facilities most often used for recreation are play fields and various ball courts (i.e., basketball, tennis, volleyball). Interior facilities such as gymnasiums and multi-purpose rooms are also used, but are typically only available for organized activities. With many schools going to year round education, joint use of school facilities may diminish.

The Hanford High School District makes considerable contributions to community recreation needs through use of on-site facilities and programs for adult education, athletics, and social and cultural activities. The District's East Campus facilities include a football stadium, playing fields, tennis courts, gymnasium, performing arts center and swimming pool. The West Campus facilities include practice fields, meeting room, and an exercise room. Currently, the City's Recreation Department offers a limited swim program at the High School pool.

The Hanford Elementary School District provides neighborhood park level recreation facilities to the community. Facilities include paved areas for court games, playground equipment, turf areas for free play, softball diamonds, and fenced tot-lots. Youth and adult recreation programs are offered at these sites on evenings and weekends.

Park Acreage Standards

To effectively meet the needs of the community, park standards for both community and neighborhood parks are proposed. In development of these standards three factors were considered:

The population projections for the development area;

Siting criteria for new facilities including major roadways and schools;

Minimum park size to provide efficient maintenance.

Table OCR-1			
City of Hanford General Plan Park Standards			
Park Type	Acres Per 1,000 Persons	Acres Per Park	Service Area
Neighborhood	1.5	5 to 10 acres	1/2 mile
Community	2.0	20 to 50 acres	2 miles

As shown in Table OCR-1, a ratio of 1.5 acres of neighborhood park per 1,000 population, and 2.0 acres of community park per 1,000 population is established. The size and location of the parks will also depend on timing of development and siting of other City facilities.

The acreage needs and public park land ratios may be adjusted to account for on site private recreational facilities, extended landscaping or pedestrian walkways, and other development amenities. Regional parks were not included in the City's parkland ratio since by their nature, they are more likely to be located outside of the City's planning area. Given these ratios, Table OCR-2 indicates the additional parkland needed to accommodate the projected population growth.

Table OCR-2				
Parkland Need From Projected Population Growth				
			<i>Park Land Need</i>	
Year	Population	Increase ¹	Neighborhood ₂	Community ³
2000	40,928	7,601	11.4	15.2
2005	46,536	5,608	8.4	11.2
2010	52,910	6,374	9.6	12.7
Totals		19,583	29.4	39.1

¹From the 1992 population of 33,327.

²Based on 1.5 acres per 1,000 for Neighborhood Parks.

³Based on 2.0 acres per 1,000 for Community Parks.

Park Location & Service Area

Access and security are the two most important considerations in placement of parkland. Neighborhood parks should be easy to walk to, not require small children to cross arterials, railroads, major canals or other obstacles. The design of the park should limit backup lots, and encourage new development to face the park. While this may increase development costs of the park through the need of more sidewalk and roadway, this cost is offset by greater security. Public safety officials should be able to see into the park easily from the street.

Community parks are intended for more adult-oriented and organized sport activity. As such, adequate vehicle access and parking should be

provided. Often a portion of the community park is developed to allow for its use as a neighborhood park by surrounding residences.

The following Open Space, Conservation and Recreation Goals, Objectives, Policies and Programs are organized in the following manner:

Open Space
Vegetation and Wildlife

Conservation
Water Resources
Energy
Historic/Cultural Resources

Recreation
Preservation, Parks and Facilities

GOAL The general goal of the Open Space, Conservation, and Recreation (OCR) element is to:

☐ Designate, conserve and protect open space, peripheral agricultural areas, recreational, and historic/cultural resources in the Hanford Planning Area for current and future residents of the City.

OPEN SPACE

Objectives Policies & Programs

OBJECTIVE OCR 1

Support preservation of existing agricultural lands at the periphery of the Hanford Planning Area.

POLICY OCR 1.1 (AQ)

Create a greenbelt/open space buffer around the perimeter of the city that provides a clear sense of identity for the City of Hanford.

Program OCR 1.1-A (AQ)

Very low density residential and industrial land uses will be included in the land use plan to reduce density toward the edge of the Hanford Planning Area. The sizing of sewer lines will be reduced as they approach the edge of urban development in the Planning Area to limit growth influences beyond the Planning Area boundary.

Program OCR 1.1-B (AQ)

The City of Hanford will continue to coordinate land use planning efforts with Kings County to ensure that agricultural land use surrounds the Hanford Planning Area.

Program OCR 1.1-C (AQ)

In connection with General Plan Circulation policies, landscape design requirements will be considered for new projects which develop along the entryways to the City, in particular State Routes 198 and 43. Landscape design within required setbacks should promote a sense of transition from the surrounding agricultural area and urban setting. Utilization of trees to screen urban uses along these entryways is encouraged within the setback.

POLICY OCR 1.2 (AQ)

The City will continue to coordinate land use policies and designations with Kings County to provide for a buffer between the urban area of Hanford and the unincorporated community of Armona.

POLICY OCR 1.3 (AQ)

The City may consider annexing Williamson Act lands if such annexation is necessary to provide for logical urban development and the provision of municipal services.

Program OCR 1.3-A (AQ)

The City has included, in the General Plan Land Use Element, an Agricultural designation and has provided definitions which allow for the continued use as agriculture. The Agricultural designation may also be used for preserving open space necessary for public safety around the Hanford Airport and other locations which may be effected by noise or other significant development constraints.

Program OCR 1.3-B

The City shall prepare and adopt a set of policies that govern the cancellation of Williamson Act contracts, and define the circumstances that the City would be willing to succeed to an active contract.

OBJECTIVE OCR 2

Maximize public open space with minimum management.

POLICY OCR 2.1

Open Space dedications shall provide a plan for funding to ensure that financing for long-term maintenance is provided.

POLICY OCR 2.2

Ownership and management responsibility of public open space shall be assigned to the agency/organization best suited to meeting this responsibility.

POLICY OCR 2.3

Adequate security of open space shall be provided to ensure that applicable laws and regulations are enforced.

OBJECTIVE OCR 3

Maximize open space through appropriate acquisition mechanisms.

POLICY OCR 3.1

All future Master Plans and/or Specific Plans shall include appropriate mechanisms for acquisition, improvement, and maintenance of open space.

POLICY OCR 3.2

An equitable balance shall be sought between development density and open space to be preserved.

Program OCR 3.2-A

The City may require participation, directly or indirectly in the acquisition of land for the disposal of treated wastewater or storm drainage outside of the Hanford Planning Area. Such programs may be used as credit for the long-term preservation of agricultural or open space lands.

Program OCR 3.2-B

Require dedication of appropriate open space land as a condition of approval for proposed development projects. Establish a method for permanent preservation of open space acquired through a land pooling program. Such designations shall be registered on the property title and shall be maintained should the property be sold.

OBJECTIVE OCR 4

Generate funds within the community for acquisition, improvement, maintenance and management of open space lands.

POLICY OCR 4.1

The City shall actively pursue and use public and private funding sources that become available for land acquisition, facility construction, program development and maintenance of park and open space areas.

Program OCR 4.1-A

The City shall continue to collect park impact fees as a part of its development approval process.

OBJECTIVE OCR 5

Provide and maintain open space resources for outdoor recreation.

POLICY OCR 5.1

Utilize open space areas to provide neighborhood identity and to the extent feasible, insulate the neighborhood from conflicting land uses and noise generators.

POLICY OCR 5.2

Residential developments shall be encouraged to provide private open space areas.

POLICY OCR 5.3 (AQ)

Where feasible, Arterial and Major Collector streets should be constructed to provide landscaping along the edges and in median strips to enhance these street systems as aesthetic open space corridors.

Program OCR 5.3-A (AQ)

The City shall develop design guidelines and standards for the construction of landscaping and improvement of Arterial and Major Collector streets which are to be landscaped.

POLICY OCR 5.4

Provide for open space and landscaping along freeway and State Highways right-of-way to present an attractive entry to the City of Hanford.

Program OCR 5.4-A

The circulation element defines areas along State Highway 43 and State Highway 198 which are to be held as open space and landscaped. This land should be either acquired by the City or development conditions attached to the land which requires improvements and maintenance of the open space area.

OBJECTIVE OCR 6 (AQ)

Guide urban development toward vacant or under-used land within the urbanized area and direct new growth toward contiguous lands to protect agricultural lands and other open spaces used for the managed production of resources from premature urban development.

POLICY OCR 6.1 (AQ)

Existing agricultural areas shall be retained in agricultural use until the time that such areas are needed for logical urban expansion.

**VEGETATION &
WILDLIFE**

***Objectives Policies &
Programs***

OBJECTIVE OCR 7 (AQ)

Encourage the provision of open space areas throughout the Planning Area through the preservation and enhancement of natural features or the joint use of other public facilities and/or rights-of-ways.

POLICY OCR 7.1 (AQ)

To the extent feasible, maintain slough remnants and water courses within the Hanford Planning Area as components of storm drainage retention program, and a possible recreational trail system. Public access within sensitive habitat areas of the sloughs or waterways shall be considered individually to ensure protection of the habitat resource.

POLICY OCR 7.2 (AQ)

Utility easement corridors shall be designated for recreational open space unless an acceptable trail alternative is included in a development plan.

POLICY OCR 7.3

Where appropriate and feasible, establish permanent mechanisms to protect wetlands and riparian corridors.

Program OCR 7.3-A

The City shall preserve natural water courses, wetlands and riparian corridors through requirements of land dedication and open space improvement imposed during the land development process.

Program OCR 7.3-B

Establish programs in connection with environmental review processes to protect endangered wildlife and their habitats. Programs established to protect wildlife and their habitats may provide for the permanent protection or relocation of wildlife habitat areas.

POLICY OCR 7.4

Although none have been identified in a preliminary survey, vernal pools which may be located in the Hanford General Planning Area shall be identified and protected.

POLICY OCR 7.5

Avoid the potential negative impacts of increased human activity on sensitive habitat areas when establishing new recreational facilities or programs.

POLICY OCR 7.6

Promote the preservation of existing mature trees and encourage the planting of appropriate shade trees in new developments.

Program OCR 7.6-A

Develop and adopt standards that provide for the planting of shade trees in new residential and commercial developments.

WATER RESOURCES

***Objectives Policies &
Programs***

OBJECTIVE OCR 8

Promote the conservation of water within the Hanford community.

POLICY OCR 8.1

Establish additional ordinances as necessary within the Hanford Municipal Code which promote water conservation.

Program OCR 8.1-A

Maintain on-going water conservation measures such as:

- 1. Continue enforcement of water waste ordinances*
- 2. Continue penalties for water waste offenders*
- 3. Enforce guidelines for drought tolerant landscapes*
- 4. Structure water rate schedules to encourage conservation*

Program OCR 8.1-B

Maintain water use limitation measures enacted by the City Council to minimize the effect of drought weather patterns.

Measures could include, but are not limited to, the following:

- 1. Limit all domestic outdoor water usage to designated days*
- 2. Limitations on all auto washing by individuals, auto dealerships, and private and charitable car washes*
- 3. Prohibit domestic irrigation between 10:00am and 7:00pm*
- 4. Designate specific types of landscape irrigation to be discontinued*

POLICY OCR 8.2

Offer financial incentives for the installation of water conserving fixtures and devices within existing residences. Such incentives would be discontinued should these devices be required within all residences.

Program OCR 8.2-A

Provide 50 percent subsidies of meter installation cost to individuals requesting meter services.

Program OCR 8.2-B

Purchase home water conservation kits to be distributed to local residences free of charge.

Program OCR 8.2-C

Consider subsidies to property owners for replacing older, high volume flush toilets with new low-volume toilets.

POLICY OCR 8.3

Explore use of alternative water sources within the Hanford Community.

Program OCR 8.3-A

Consider opportunities for usage of treated waste water or high arsenic content water for domestic irrigation purposes. This would require development of secondary, non-potable water delivery lines.

POLICY OCR 8.4

Minimize usage of water for landscape irrigation by requiring new and rehabilitated landscapes to be water conserving.

Program OCR 8.4-A

Establish standards for landscape review which include preferred plants and sprinkler/irrigation criteria.

Program OCR 8.4-B

Apply conservation requirement to all landscapes within industrial, commercial, institutional, multi-family residential common areas, model homes and developer landscaped areas.

Program OCR 8.4-C

Require projects to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits.

POLICY OCR 8.5

Encourage large scale industrial water users to develop internal water recycling programs during plan development and review processes.

POLICY OCR 8.6

Require installation of domestic water conserving devices for new residential, commercial and industrial remodels.

OBJECTIVE OCR 9

Ensure adequate groundwater reserves are maintained for present and future domestic, commercial, and industrial uses.

POLICY OCR 9.1

Require proponents of non-agricultural water intensive land uses, which are determined to use more water than the previous use, to mitigate groundwater impacts.

Program OCR 9.1-A

Review existing agreements to provide for the continued use of surface water for recharge and explore means of ensuring continued surface water delivery for recharge during drought periods.

POLICY OCR 9.2

Protect existing groundwater recharge basins and seek the establishment of new basins within and around the City of Hanford.

Program OCR 9.2-A

Coordinate flood control efforts within new development to promote establishment of detention basins which enhance local groundwater recharge.

OBJECTIVE OCR 10

Ensure groundwater quality is maintained at a satisfactory level for domestic water consumption.

POLICY OCR 10.1

Avoid degradation of groundwater reserves by domestic and industrial land uses.

Program OCR 10.1-A

Seek to connect unincorporated development within the urban fringe to the sewage treatment network.

Program OCR 10.1-B

Require proponents of industrial-oriented projects to submit proposals for water use. Encourage the reuse of water within industrial systems.

POLICY OCR 10.2

Seek resolution of concerns related to arsenic levels within the City of Hanford groundwater standards.

Program OCR 10.2-A

Continue to drill all new wells to depths which ensure acceptable water quality for domestic use.

ENERGY

***Objectives Policies &
Programs***

OBJECTIVE OCR 11 (AQ)

Conserve non-renewable energy resources and maximize the use of renewable energy resources.

POLICY OCR 11.1

Encourage more efficient use of private vehicles and increased use of mass transit and alternative transportation modes.

POLICY OCR 11.2

Encourage the retrofitting of existing buildings to be energy efficient.

POLICY OCR 11.3

Require water conservation and energy efficiency techniques to be incorporated into the design of all development projects.

POLICY OCR 11.4

Support recycling activities throughout the City.

POLICY OCR 11.5

In addition to the energy regulations of Title 24, the energy efficiency of new development shall be promoted.

Program OCR 11.5-A

The City shall encourage through education and/or incentives energy efficient development design. Possible energy efficient design techniques include: provisions for solar access; building siting to maximize natural heating and cooling; and landscaping to aid passive cooling and the protection from winter winds.

**HISTORIC/CULTURAL
RESOURCES**

***Objectives Policies &
Programs***

OBJECTIVE OCR 12

Preserve and establish cultural and historic resources.

POLICY OCR 12.1

Require archaeological studies by a certified archeologist in areas of archeological potential significance prior to approval of development projects.

Program OCR 12.1-A

Consult with the California Archaeological Inventory Southern San Joaquin Valley at California State University, Bakersfield on any project that could have an impact on cultural resources.

Program OCR 12.1-B

Avoid impacts on cultural resources when archeological studies reveal the presence of cultural resources at a development site. If avoidance is infeasible, require site testing by a qualified archeologist to determine the significance of the resources, and implement recommended mitigation measures.

Program OCR 12.1-C

Halt construction at a development site if cultural resources are encountered unexpectedly during construction and require consultation with a qualified archeologist to determine the significance of the resources.

POLICY OCR 12.2

Promote the preservation and restoration of historical sites and structures within the General Plan Area that are significant to the City's or the region's cultural or historic background.

Program OCR 12.2-A

Maintain the Historic Preservation Combining District in the Hanford Zoning Ordinance.

Program OCR 12.2-B

Identify historic structures within the General Plan Area and, where appropriate, promote the inclusion of these structures on the State's Inventory of Historic Sites and the National Register of Historic Places. Work with property owners in seeking registration of historical structures as State Historic Landmarks or listing on the National Register of Historic Places.

RECREATION

***Objectives Policies &
Programs***

OBJECTIVE OCR 13

Maximize public value from open space for recreational uses.

POLICY OCR 13.1

Secure public access to open space to the maximum extent feasible.

POLICY OCR 13.2

Actively participate with other governmental entities (cities, county, state, and federal) or agencies in the acquisition, management, and use of recreational/open space lands and facilities of mutual interest.

Program OCR 13.2-A

Where a project involves potential open space, natural resource reserves, or recreational lands of interest to more than one entity, the City shall work cooperatively with the other involved agencies.

Program OCR 13.2-B

To the extent feasible, large storm drainage facilities shall be designed to accommodate community open space use.

Program OCR 13.2-C

The City shall work to identify and promote potential shared arrangements for owning, improving, and managing open space/conservation/recreational areas of mutual interest.

OBJECTIVE OCR 14

Develop public park lands at the local and community levels to meet the recreational needs of current and future residents of Hanford.

POLICY OCR 14.1

Establish Neighborhood Parks at a ratio of 1.5 acres of park land per 1,000 residents.

Program OCR 14.1-A

Neighborhood Parks shall be of an efficient size for operation and maintenance, generally between 5 and 10 acres.

Program OCR 14.1-B (AQ)

Neighborhood parks shall have a general service area of approximately ½ mile radius, and situated to avoid patrons having to cross arterial streets, railroad lines and major waterways.

Program OCR 14.1-C

Neighborhood Parks shall be designed to promote a safe and clean environment for recreation. The City will encourage development to avoid common rear and side yard property lines with residential uses. Design of the park shall allow visibility from the road.

Program OCR 14.1-D (AQ)

Whenever possible, Neighborhood Parks shall be developed in conjunction with elementary schools.

POLICY OCR 14.2

Establish Community Parks at a ratio of 2.0 acres of park land per 1,000 residents.

Program OCR 14.2-A

Community Parks shall be of an efficient size for operation and maintenance, generally between 20 and 50 acres.

Program OCR 14.2-B (AQ)

Community parks shall have a general service area of approximately 2 mile radius, and situated to provide adequate access to arterial and collector streets.

Program OCR 14.2-C

Community Parks shall be designed to promote a safe and clean environment for recreation. The City will encourage development to avoid common rear and side yard property lines with residential uses. Design of the park shall allow visibility from the road.

Program OCR 14.2-D

Whenever possible, Parks shall be developed in conjunction with other non-conflicting uses such as storm drainage basins, water recharge, water production and noise attenuation measures.

OBJECTIVE OCR 15

Encourage the development of private recreational facilities for residential projects.

POLICY OCR 15.1

Private recreational facilities shall be encouraged in multiple family residential developments of over 5 units in size, in order to meet a portion of the open space and recreation needs generated by that development.

POLICY OCR 15.2

Private recreational facilities shall be encouraged in residential planned developments of over 1 acre in size, in order to meet a portion of the open space and recreation needs generated by that development.

OBJECTIVE OCR 16

Encourage the use of landscaped open space as a buffer between potentially non-compatible land uses.

POLICY OCR 16.1

The City shall encourage the development of the 65 dB L_{dn} noise contour line along the Atchinson Topeka & Santa Fe Railroad as a linear park.

Program OCR 16.1-A

The City shall develop a park master plan for the area along the 65 dB L_{dn} noise contour line of the Atchinson Topeka & Santa Fe Railroad. The master plan may accommodate a park strip along both or either side of the rail road and should include:

- 1. Opportunities for Pedestrian and Bicycle Trails*
- 2. Linking of existing and proposed parks*

(End of Open Space, Conservation & Recreation Element)

HOUSING ELEMENT

INTRODUCTION

This Element of the General Plan summarizes the county-wide Housing Element prepared by the Kings County Regional Planning Agency in 1992. No changes were made to the policies or text found, and only those portions of the Element that directly addressed the City of Hanford were included.

One of the primary purposes of the Housing Element is to calculate the City's degree of need for more affordable housing and to propose a 5 year program of actions to try to meet this need. In order to establish the level of affordability it is essential to analyze the household income levels and then determine the low and moderate income households countywide and relate them to the prevailing housing costs.

TABLE HSN-1

Income Level Definition

Using the 1990 household income level estimates made by the Department of Housing and Community Development the categories are as follows:

Moderate Income:	Between 80 percent and 120 percent of the median income.
Lower Income:	Between 50 percent and 80 percent of the city's median income.
Very Low Income:	Less than 50 percent of the city's median income.
Median Income:	The income level at which as many income levels are lower as are higher among a given number of households.

PROJECTED HOUSING NEEDS

The Housing Element is based upon the results of the 1990 census and upon the California Department of Finance (DOF) population projections. DOF's projections are that the county is expected to grow by about 2.1%, or 2000 persons annually, between 1990 and 2000, increasing from 101,469 in 1990 to an estimated 124,300 persons in 2000. The county's projected 2005 population of 134,900 assumes a slower 1.7% countywide growth rate after 2000.

The total number of households countywide is expected to increase from 29,082 in 1990 to 35,924 by 1997. This is due in part to an expected decrease in the size of each household. According to DOF projections, average household in Kings County is expected to drop slightly from 3.08 in 1990 to 3.0 in 2005 to an expected increase in elderly population, more single residents, a projected drop in birth rate, a continuing trend toward later marriage, and a stable divorce rate.

These household projects are based on an annual removal rate of .0027%, a vacant not for sale rate of 4.00%, and a homeownership rate of 58%.

Table HSN-2 is based on the Regional Housing Needs Plan which based the income groups on 1980 U.S. Census income group percentages. The RHNP used 1980 data since the 1990 U.S. Census data was not available until April 1992. Table HSN-3 provides the income group percentage from the 1990 U.S. Census by the Market areas used in this Housing Element. The data in Table HSN-3 is provided as information since the numbers in the RHNP cannot be amended, based on the State Department of Housing and Community Development (HCD) interpretation of Government Code Section 65584, with the 1990 U.S. income figure. HCD staff implied that 1990 U.S. Census data could be used as factual and informational, but the numbers in the RHNP is the

TABLE HSN-2						
City of Hanford Household Projections by Income Group						
Income Group	April 1, 1990		July 1, 1997		April 1990 to July 1997	
	#	%	#	%	#	%
Very Low	2,714	21.0	3,421	21.0	707	25.0
Other Lower	1,845	17.0	2,326	17.0	481	17.0
Moderate	2,280	21.0	2,873	21.0	593	21.0
Above Moderate	4,016	37.0	5,062	37.0	1,046	37.0
Total	10,855	100.0	13,682	100.0	2,827	100.0

policy for the distribution of housing need and income group determination.

TABLE HSN-3						
Projected Household Income Group Needs Kings County, California						
Market Area	Total HU 4/1/90		Goal of HU's by 7/1/97		Total HU's by 7/1/97	
	#	%	#	%	#	%
Hanford Area	13,223		3,019		16,242	
Very Low	3,372	25.5	770	25.5	4,142	25.5
Other Lower	1,997	15.1	456	15.1	2,453	15.1
Moderate	2,267	20.4	616	20.4	3,313	20.4
Above Moderate	5,170	39.1	1,180	39.1	6,351	39.1

HOUSING DEMAND FOR ALL INCOME LEVELS

Fair Share Housing is the portion of the Regional Housing Needs for all income groups. These income groups are defined in Table HSN-1 above, and are allocated based on regional responsibility to each of the cities and Kings County. Table HSN-4 indicates the allocation of affordable housing by income level throughout Kings County.

Available Land Inventory

Development of vacant by-passed lands within the city's jurisdiction is encouraged in order to protect agricultural lands on the fringe and provide greater utilization of existing infrastructure. In order to encourage development of by-passed remnant parcels, the city will consider amending its policies to permit higher densities given certain locational criteria and where development will not have significant adverse impacts upon adjacent properties. Such criteria may include properties that are contiguous to higher density or other intensive nonresidential development, or properties which have a size and shape that may make it difficult to be developed in a manner similar to other surrounding properties.

Dwelling Capacity

State law requires that zoning be consistent with adopted General Plans (except Charter cities). County's undeveloped and redevelopable lands have been zoned in accordance with the present land use plan and

TABLE HSN-4 Estimated Housing Units Needed Per Jurisdiction Based on RHNP using 1980 Census Data 1992 - 1997					
City	Very Low	Other Low	Moderate	Above Moderate	Total
Avenal	96	77	81	131	385
Corcoran	188	149	188	259	784
Hanford	755	513	634	1,117	3,019
Lemoore	256	158	256	548	1,218
Unin-corporated	514	551	506	572	2,143
Total	1,809	1,488	1,665	2,627	7,549

development potential may be determined based upon the maximum allowable density of each zoning district. It is more difficult to specify the development potential of fringe area land where county agricultural zoning is in place. However, for planning purposes, future development may be estimated for the residential reserve areas based on average density.

Manufactured housing is considered an important housing alternative, especially as related to serving the needs of lower-income households. Chapters 1571 and 1572, Statutes of 1988, require that manufactured housing must be permitted on permanent foundation systems on all single-family zoned lots, so long as the unit is no more than ten years old on the date of application, and meets federal and optional local standards specified in Government Code Section 6582.3. (A locality may exempt from this provision any place, building, structure, or other object listed on the National Register of Historic Places.) Section 65852.3 specified that local governments may impose architectural requirements on the manufactured home itself which are limited to roof overhang, roofing material, and siding material, so long as the requirements, or any other lot development standards imposed on the manufactured home installation, do not exceed those required for a conventional home on the same lot. Section 675852.4 has been added to the Government Code to specify that a locality may not subject an application to install a manufactured home on a foundation system on a single-family lot to any administrative permit, planning, or development

process or requirement unless it is identical to those which would be imposed on a conventional home on the same lot.

Table HSN-5 indicates the potential types and numbers of dwellings based on present and planned zoning. As indicated, the residential land reserves are adequate to meet anticipated growth. Also, the amount of land designated for medium and high density residential use is sufficient to provide for the estimated 2,143 units of new housing determined necessary by the Regional Housing Needs Plan to provide new housing opportunities for low and lower income households within the Unincorporated County.

In the past most multiple family projects which are received by the County are referred to the city for annexation. As a result any new units in the fringe areas of the cities will be counted towards their total housing need identified in the Regional Housing Needs Plan.

TABLE HSN-5			
Potential Unit Buildout			
	Residential Acreage	Maximum Potential Dwelling Units	New Units Needed by 1997 (1)
Hanford	799	5,138	2,703
Hanford Fringe	747	2,135	316

GOALS

The following Goals, Policies, Objectives, Issues and Actions are taken from the 1992 Housing Element, Prepared by Kings County Regional Planning Agency. Please refer to the original text for more discussion.

- ☐ **Ensure adequate provision of sites for housing.**

GOALS, POLICIES & OBJECTIVES

POLICY HSN 1.1

Provide for decentralization of low and moderate income housing units.

Action HSN 1.1.1

Designate additional vacant land for multi-family use to provide sites located throughout the city of low and moderate cost housing as part of the comprehensive General Plan Update.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To provide approximately 100 acres of medium and high density residential acreage.
Time Frame:	Ongoing

POLICY HSN 1.2

Support the use of vacant land as sites for manufactured housing.

Action HSN 1.2.1

Continue to permit mobile homes, subject to architectural standards to be permanently placed on single family and multi-family residential lots.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Approximately 20 units.
Time Frame:	Ongoing

Action HSN 1.2.2.

Encourage the use of the planned Unit development process to provide mobile home subdivisions.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Continue using PUD process to allow flexibility in providing affordable housing. Also the use of PUDs to provide for mobile home subdivisions by allowing a 25% density bonus subject to the provisions of the City's Zoning Ordinance.
Time Frame:	Ongoing

Action HSN 1.2.3

Provide public information in order that factory built housing units such as modular homes and mobile homes become more accepted in conventional housing neighborhoods.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Provide greatest possible number of alternative housing types in the community.
 Time Frame: Ongoing

POLICY HSN 1.3

Support actions that expand housing opportunities for the elderly, handicapped, minority and lower income residents.

Action HSN 1.1.3

Promote housing sites for the elderly and handicapped which are near transportation lines and provide security and access to medical services.

Responsible Agency: Community Development Department
 Source of Funding: HUD 202 funds
 Objective: To provide up to 10 housing sites for special needs groups.
 Time Frame: Up to 1997

Action HSN 1.3.2

Pursue craftsman and rehabilitation programs to assist poor and elderly residents where housing is structurally sound but suffers from superficial deterioration.

Responsible Agency: Community Development Department
 Source of Funding: State of California
 Objective: Approximately 30 units per funded grant cycle.
 Time Frame: As grants are received

Action HSN 1.3.3

Maintain a directory of accessible housing for handicapped persons and provide a referral service.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: Refer inquiries to Local Housing Authority's directory of landlords who have handicapped rental units available. Also promote housing sites for the elderly and handicapped which are near transportation lines and provide security and access to medical services by expediting the review process as well as allowing a 25% density

Time Frame: bonus through the Planned Unit Development process.
Ongoing

POLICY HSN 1.4**Promote reduced land costs.*****Action HSN 1.4.1***

Review the current zoning of single-family residential lots to determine if smaller lot size would lower land costs.

Responsible Agency: Community Development Department
Source of Funding: City funds
Objective: Update the Zoning Ordinance. Evaluate recommendation of reduced lot size for possible inclusion in the update.
Time Frame: June 1993

GOAL 2 Increase the supply of affordable and accessible housing within the City of Hanford.

POLICY HSN 2.1**Provide financial resources to supply a coordinated housing assistance program.*****Action HSN 2.1.1***

Provide the management and personnel resources necessary to carry out identified housing programs and responsibilities.

Responsible Agency: Community Development Department
Source of Funding: City funds
Objective: Contract with other agencies and firms to ensure sufficient staff is available to complete applications and carry out needs.
Time Frame: Ongoing

Action HSN 2.1.2

Change city environmental review procedures to reduce time periods required for environmental review of housing projects.

Responsible Agency: Community Development Department
Source of Funding: City funds
Objective: Reduce cost and time of application process.
Time Frame: June 1992

Action HSN 2.1.3

Streamline the permit process by coordinating development requirements with those of other governmental agencies to avoid delays associated with requirements of different governmental entities.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Reduce cost and time of application process by becoming a one stop agency.
Time Frame:	Ongoing

POLICY HSN 2.2

Continue to Encourage and support participation in available Federal and State housing assistance programs.

Action HSN 2.2.1

Keep the Section 8 housing program strong and viable expanding it as much as possible to meet the immediate housing need.

Responsible Agency:	Kings County Housing Authority
Source of Funding:	Federal funds
Objective:	To support rehabilitation of up to 75 units of affordable rental housing per 2 year period.
Time Frame:	Ongoing

Action HSN 2.2.2

Write letters to the appropriate State and Federal Agencies in support of proposed housing projects which are consistent with the General Plan.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Assist the private development of affordable housing.
Time Frame:	Ongoing

Action HSN 2.2.3

Continue to pursue funding for sewer and water projects which are determined cost effective and able to expand housing opportunity.

Responsible Agency:	Public Works Department
Source of Funding:	City funds

Objective: Open additional lands to residential use and increase housing quality and property value, through the installation of additional sewer collection systems.

Time Frame: Ongoing

Action HSN 2.2.4

Support and publicize tax assistance programs such as senior citizens property tax assistance, renter assistance and homeowners property tax exemptions.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: Help to reduce the housing costs of low income homebuyers through referral to agencies specializing in tax assistance programs. Publicize the availability of such assistance.

Time Frame: Ongoing

POLICY HSN 2.3

Expand participation in available Federal, State and Local housing assistance programs.

Action HSN 2.3.1

The planning staff will contact HUD area office every six months to review available housing programs as well as new programs for which the city may be eligible.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: To provide current information to homeowners and developers of affordable housing.

Time frame: Ongoing

Action HSN 2.3.2

Pursue available California Department of Housing and Community Development (HCD) and California Housing Finance Agency (CHFA) funds, together with private developers. Provide information and assist developers in utilizing these funds to build new single family and rental housing for low and moderated income households.

Responsible Agency: Community Development Department

Source of Funding: CDBG

Objective: Reduce housing costs by providing grant funds for low interest loans to home buyers for the purchase of new housing (CHFA: 4 units per year; HCD and CDBG: 30 units per funded cycle, as funds available.

Time Frame: Ongoing

Action HSN 2.3.3

Analyze latest census data as available to determine the city's eligibility for programs intended to stimulate housing and economic development.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: Reduce housing costs by applying for UDAG grant funds when eligible.

Time Frame: Ongoing

Action HSN 2.3.4

Encourage lending institutions to engage in a joint venture to create a revolving loan fund for the rehabilitation of housing, with priority given to homeowners in low and moderate income target areas by using Redevelopment 20% set aside funds or CDBG program income funds to establish a loan fund.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: To eliminate duplication of efforts in the provision of affordable housing through coordination of responsible agencies.

Time Frame: Ongoing

GOAL 3 To address if appropriate, remove governmental constraints to the maintenance, improvement and development of housing.

POLICY HSN 3.1

Promote and facilitate the development of new housing units for low, moderate, and middle income families, singles, first time homebuyers and couples whose children have grown.

Action HSN 3.1.1

Review the current zoning of single family residential lots to determine if smaller lot size would lower cost and allow a greater number of families an opportunity for housing.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To determine if housing costs can be reduced by providing more lots per area.
Time Frame:	June 1993

Action HSN 3.1.2

Continue to encourage Planned Unit Development (PUD) to add flexibility to land utilization and increase the potential for variety of housing types.

Responsible Agency:	Community Development Department
Source of funding:	City funds
Objective:	Encourage innovative design to reduce housing costs.
Time Frame:	Ongoing

Action HSN 3.1.3

Continue to use "density bonuses" to reduce per unit land cost when the developments are for low and moderate income units by applying the Planned Unit Development 25% density bonus for such developments and setting up a monitoring system to monitor the occupancy of the development to ensure that the required number of low and moderate income units are available.

Responsible Agency:	Community Development Department
Source of Funding:	No funding required
Objective:	Provide more units of affordable housing.
Time Frame:	Ongoing

GOAL 4 Preserve and conserve existing neighborhoods.**POLICY HSN 4.1**

Support the presentation and conservation of housing stock in existing neighborhoods.

Action HSN 4.1.1

Survey neighborhoods on a periodic basis to assess condition of public improvements and incorporate the information for capital outlay and assistance programs.

Responsible Agency:	Community Development Department
Source of Funding:	City funds

Objective: Adopt and distribute the Housing and Community Development Plan and City Capital Improvements Plan. Identify neighborhoods in need of upgrading and improvement of housing and infrastructure.

Time Frame: Ongoing

Action HSN 4.1.2

As part of the comprehensive update of the General Plan, consider the redesignation and rezoning of multi-family areas which are composed primarily of single family swellings as single-family areas.

Responsible Agency: Community Development Department

Source of Funding: No funding required

Objective: To retain and protect the existing more durable and affordable housing stock from demolition.

Time Frame: December 1992

Action HSN 4.1.3

Annually, review the conversion of existing apartments and mobile parks to condominiums; evaluate loss of housing stock; and consider additional regulation of conversions if the low and moderate housing stock is being measurably impacted.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: Establish Housing Monitoring procedures to preserve affordable housing.

Time Frame: Ongoing

Action HSN 4.1.4

The City should stimulate voluntary efforts of homeowners to renew and upgrade their homes by providing guidance and technical assistance to them and by encouraging the community colleges to offer home repair clinics.

Responsible Agency: Community Development Department

Source of Funding: City funds

Objective: To preserve existing housing stock at the lowest possible cost.

Time Frame: Ongoing

POLICY HSN 4.2

Support the preservation and conservation of houses and neighborhoods of historical and architectural significance.

Action HSN 4.2.1

Conduct a general inventory of housing in the City to evaluate and identify housing of historical and architectural significance.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Preserve existing older housing.
Time Frame:	December 1994

Action HSN 4.2.2

Use the Historic Resources Ordinance or an alternative process to recognize and provide for the preservation of neighborhoods containing substantial concentrations of historically and architecturally significant homes.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To attempt to preserve up to 5 units of older affordable housing per year.
Time Frame:	Ongoing

POLICY HSN 4.3

Support the rehabilitation of substandard and deteriorating housing where feasible in accordance with the General Plan land use designations.

Action HSN 4.3.1

Apply for Housing and Community Development Block grant funds to be used for leveraged loan guarantees and/or low interest or deferred payment loans, and CHFA funds for the rehabilitation of existing substandard or deteriorating units.

Responsible Agency:	Community Development Department
Source of Funding:	CDBG funds
Objective:	To maintain up to 25 units existing housing stock per year.
Time Frame:	Ongoing as grants are received.

Action HSN 4.3.2

Participate in the development of a coordinated housing rehabilitation and public improvement program with Kings County, for the unincorporated fringe areas and "islands" within

the city, to make annexation of these areas more attractive to City and County residents.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To improve the delivery of public services.
Time Frame:	Ongoing

POLICY HSN 4.4

Pursue a strict building code enforcement program to bring substandard structures up to the Uniform Housing Code.

Action HSN 4.4.1

Continue the program which combines free compliance inspection with grants or loans to families willing to rehabilitate their homes.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Eliminate health and safety hazards; approximately 50 units currently being rehabilitated as part of a 2 year program.
Time Frame:	Ongoing

Action HSN 4.4.2

Require removal or correction of structures which are a threat to health and safety.

Responsible Agency:	Community Development Department
Source of Funding:	Owner of Property
Objective:	Eliminate health and safety hazards; Approximately 12 units removed or corrected per year.
Time Frame:	Ongoing

GOAL 5 **Continue to implement the Housing Element and monitor progress towards the attainment of housing goals.**

POLICY HSN 5.1

Establish a program to consistently implement the Element.

Action HSN 5.1.1

Monitor the progress of programs of action outlined in the Housing Element on an annual basis through the City of Hanford Community Development Department office of the City Planning Department.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To publish the Housing Monitoring Plan in order to implement the goals and policies of the Housing Element.
 Time Frame: Ongoing

Action HSN 5.1.2

Incorporate into a General Plan Update the following:

1. *That neighborhoods be used as a basic planning unit.*
2. *That sufficient amounts of lands be available and protected for all types of residential development.*
3. *That all urban development occur in areas designated as urban.*
4. *That all elements of the General Plan be consistent.*

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To assure implementation of Housing Element goals and policies.
 Time Frame: December 1992

Action HSN 5.1.3

Monitor changes in land use to assess their impact on housing demand so the City and County can adequately respond in assuring the ability to meet new housing needs.

Responsible Agency: Community Development Department
 Source of Funding: City funds
 Objective: To incorporate Housing Element policies into day to day planning, zoning and building decisions.
 Time Frame: Ongoing

GOAL 6 Ensure adequate housing opportunities for all social and economic segments.

POLICY HSN 6.1

Encourage access of all segments of the population to housing.

Action HSN 6.1.1

Identify the housing needs of all socioeconomic groups in Hanford.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To ensure that the City's housing policies and decisions consider all segments of the local population.
Time Frame:	Ongoing

Action HSN 6.1.2

Coordinate with existing programs and encourage new programs, if necessary, to meet the identified housing needs of all socioeconomic groups in Hanford.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	To assure that the city's housing goals and decisions consider all segments of the local population.
Time Frame:	Ongoing

POLICY HSN 6.2

Promote equal access of all population groups to housing resources.

Action HSN 6.2.1

Make information and materials regarding equal housing opportunity, tenant/landlord rights and responsibilities and submission of grievances to appropriate state agencies readily available to the community.

Responsible Agency:	Community Development Department
Source of Funding:	City funds
Objective:	Designate a person in city government to whom parties with complaints of discrimination may go for information and referral to appropriate agencies.
Time Frame:	Ongoing

(End of Housing Element)

PUBLIC FACILITIES AND SERVICES ELEMENT

INTRODUCTION

The Public Facilities and Services Element is an optional element of the General Plan that is designed to address the physical and fiscal impacts associated with development. Public facilities covered in this element include water, wastewater, storm drainage and solid waste. Recreation and open space facilities, such as parks, are addressed in the Open Space, Conservation and Recreation Element. Public facilities related to transportation and circulation are addressed in the Circulation Element.

WATER

Supply

Hanford relies on ground water for domestic water supply. Deep wells, below the Corcoran clay layer, provide generally good water quality. The City currently exceeds the Maximum Contaminant Level (MCL) for arsenic in some of the older shallow domestic water wells, with arsenic present at detectable levels in all of the wells. Arsenic is a naturally occurring element which is found in the underlying sediments of the San Joaquin Valley. In cooperation with the State Health Department, the City is pursuing a program to take older wells off-line and replace them with new and deeper wells to reduce the level of arsenic in the water supply system.

During the past drought years, the City adopted an Ordinance for water use and conservation. These water conservation measures have reduced average per capita per consumption from 340 to 240 gallons per day. Given water supply issues for urban as well as agricultural uses which have surfaced in the San Joaquin Valley, it is not likely that there will be a relaxation in the water conservation efforts of the City.

The domestic water supply system relies on above ground tanks for storage to meet peak system demands. The City has recently installed a Supervisory Control and Data Acquisition (SCADA) system which will allow system operation to become more flexible and cost effective.

Water supply appears to be sufficient for the long term with the implementation of ground water recharge programs. Urban growth will increase the demand for ground water and the need to participate in ground water recharge activities. The City's demand on ground water is relatively insignificant compared to the expanding demands from agriculture.

Naturally occurring Arsenic in the ground water supply is a concern in meeting current and future water quality standards. Deeper wells to the north of the City appear to provide better water quality. There are no

practical alternatives to ground water supply. A guaranteed source of surface water is not readily available, and the cost of obtaining surface water appears to be prohibitive.

The ultimate limiting constraint is the capacity of the aquifer. Estimates have been made of the quantity of water available in the confined aquifer. As with all renewable natural resources, conservation is important for long term use. The City has adopted water conservation ordinances and requires water meters for all new development. There is limited scientific knowledge of the confined aquifer. The City's long term development potential will depend on expanding and documenting this knowledge and developing cooperative conservation efforts to bank water.

Conservation will remain a priority for the foreseeable future. Reuse of treated wastewater is gaining popularity, but retrofitting existing developed areas is currently impractical. The cost effectiveness of satellite tertiary plants must be evaluated against conservation programs and initial cost for new residential development and open space irrigation needs.

Distribution System

Hanford's system consists of 12 inch mains laid out on an approximate one mile grid. Expansion of the system will require continued looping of lines and expansion of fire flow reserve facilities. The City is proceeding with the water system modeling process essential to determine any weaknesses, and identify cost effective solutions. There are few, if any, system constraints for future development.

WASTEWATER

Treatment

The system is currently undergoing expansion to a design capacity of 5.5 million gallons per day (mgd) which is sufficient for growth through the year 2003. A plan is in place describing potential expansion of treatment facilities to 7.8 mgd to serve growth needs to 2020 using a growth rate of 2.6% consistent with the General Plan Land Use Element. A limiting factor for treatment capacity is secured long term disposal areas for effluent. The City has adopted an Irrigation Management Plan for the disposal of treated wastewater, however until additional disposal area is secured the capacity of the wastewater plant is limited to 4 mgd.

The land currently used for wastewater disposal is located within the City's industrial park area and within the recently approved Enterprise Zone. The value of this land for industrial expansion will increase over time, as well as the potential for conflict with future industrial uses.

Collection System

While the capacity of the wastewater treatment plant is not an immediate constraint to growth, the capacity of the collection and transportation system is a major constraint in some areas of the City's Planning Area. Among the options available to the City to solve the lack of capacity in the collection system are water reclamation plants. These are satellite tertiary wastewater treatment systems which produce reclaimed water for irrigation of open space or potentially certain agricultural crops. Strategic location of these plants, where there are cost advantages, can provide an alternative to extension of sewer interceptors and provide irrigation water for extensive open space needs.

The wastewater collection system is basically a gravity system with lift stations as necessary. A gravity system is the most cost effective and energy conservative system to operate. Major lines are in a north/south orientation directed toward the wastewater treatment plant. A Sewer System Master Plan was prepared in 1990 by Boyle Engineering Corp which contained growth projections and recommended system improvements to accommodate build-out, within the Planning Area of the City. The growth rate assumptions and projected residential densities are consistent with projections contained in this General Plan. Recommended actions to expand the collection system have been implemented by the City with the adoption of Resolutions creating the 12th Avenue and the 9th Avenue Sanitary Sewer Area of Benefit Districts and establishing facility improvement fees for each of the districts.

GROWTH DIRECTION

Among the major land use issues discussed during the update to the General Plan, was the timing of growth on the east vs. growth on the west. There is remaining capacity in the collection system on the west side of the City. Although there are ways of gaining additional collection capacity on the eastside, these are generally more expensive than "buying in" to a system that has available capacity. Location of available sewer capacity and timing of line extensions have a tremendous growth inducing influence. The present pattern of growth in the City suggests that developers will take advantage of the remaining capacity in the 12th Avenue line in the near term, before constructing the more expensive 9th Avenue interceptor.

It is not foreseeable that the City will have the resources to construct the 9th Avenue interceptor without the commitment of the property owners benefitting from that improvement. Because of low intensity land use south of Highway 198, and the restrictions placed on development as a result of the airport, financing of that portion of the 9th Avenue interceptor may be of little interest to property owners in that area. Without some form of underwriting, residential and commercial development north of Highway 198 may have to bear the cost of that portion of the line.

This constraint could be removed if a new source of funds were to become available for the construction of the interceptor line and the City selected it as a priority for the use of those funds. If it was determined to be economically feasible by the developers, another alternative could be the development of a water intensive use (golf course or open space project) in combination with a water reclamation plant. A reclamation facility approach could address two issues: First, if properly designed, the facility could potentially reclaim some of the existing wastewater for use in open space irrigation freeing up capacity in existing sewer lines. This alternative is not likely to eliminate the need for the 9th Avenue line, but could reduce the size of that line and the extend the construction date out into the future. This may allow sufficient funding to be generated in connection with new eastside development to fund the 9th Avenue line. Although this alternative may advance the timing of growth on the eastside, it may not reduce the overall cost since two systems would have to be constructed in the long run. Second, using reclaimed water would directly benefit ground water recharge in that immediate area. Using reclaimed water would also reduce dependence on ground water thereby conserving a valuable resource.

Treatment Capacity

The City's Wastewater Treatment Plant capacity appears to be adequate for the medium and long term once additional or relocated disposal areas have been secured. Unless water quality regulations change dramatically there will be a continued reliance on percolation and evaporation disposal associated with limited agricultural irrigation. The limitations on agricultural crop irrigation reflect state and federal water quality standards used for irrigation. Additionally, as more agricultural land is needed for long term disposal sites an opportunity exists for the City to also engage in the preservation of farmland, and even in some cases create additional productive farmland with the addition of its disposal water resource. Other advantages in using this disposal water are the rich nitrogen content which lowers the fertilizer demand, lower cost of water, and year-round availability.

Alternatives

Satellite water reclamation plants may provide opportunities for reducing demand on existing collection systems or the need to install new collection systems. Satellite water reclamation plants are more expensive to construct because they produce high quality reclaimed water. Cost effectiveness of these plants is achieved when other capital and operation and maintenance costs are avoided. Those avoided costs include; the cost of installing long runs of interceptors, substituting the cost for municipal water to irrigate large open space areas (like golf courses or extensive greenbelt and linear parkways) by the use of reclaimed water. Substantial water conservation is also achieved with the use of reclaimed water for irrigation.

Implementation of the General Plan would adversely impact the wastewater treatment plant and there would be insufficient capacity in the existing wastewater collection system in the Hanford Planning Area. An increase in the demand for domestic wastewater collection systems and treatment would result as population and the number of residential, commercial, and industrial uses increase. However, implementation of the policies and programs contained in the proposed General Plan would adequately mitigate impacts to a less than significant level.

STORM WATER DRAINAGE

Collection of Storm Water

Storm water drainage is accomplished in the Planning Area through a system of storm water collection and water recharge basins and metered discharge into the Central Branch of Peoples Ditch Company irrigation canal. The maximum discharge into the canal is limited by agreement to a total simultaneous flow of 35 cubic feet per second.

Several drainage studies within the Planning Area have recommended acquiring and improving natural sloughs as part of the overall drainage system. The sloughs provide capacity for storm water retention, but also are an excellent location for ground water recharge. These studies have recommended improving the capacity of the Peoples Ditch facility and development of downstream basins (Weidman Basin) as a means of providing an out fall for storm water and recharge. In non-storm seasons, the basin could also be used to recharge aquifers with excess surface water carried in the canal system.

The east branch of the Peoples Ditch system is no longer in service as an irrigation facility, and serves a portion of eastern Hanford as a drainage conveyance. The City is working to maintain and develop that facility, plus improve the out fall to accommodate additional storm water run-off.

Based on a preliminary study of the build-out area, it is estimated that an additional 1,600 acre feet of storm drainage basin capacity will be required to serve growth in the General Plan area. Given typical design standards for a multi-use facility (combination use as a passive recreation area plus a secure nuisance water holding area), approximately 132 acres of land within the General Plan Area will be necessary to accommodate the storm water needs. Additional acres may be required for design modifications for multi-use facilities depending on use and accessibility. Prior drainage studies have strongly recommended the utilization of slough remnants as ingredients of drainage facilities. An updated Drainage Master Plan should be a

priority and include multi-use concepts if possible. Use of Slough remnants, recreation uses, and pedestrian circulation can be combined with a drainage system. New growth must be designed in accordance with a Master Drainage Plan to conserve land, allow incremental development, and ensure adequate funding. Existing drainage discharge into canals and ditches may not be acceptable for the long term, given liability issues.

SOLID WASTE

Organization & Facilities for Disposal

The Kings County Waste Management Authority (KCWMA) was formed in September 1989 by agreement between the cities of Hanford, Lemoore, Corcoran and the County of Kings in order to provide a regional approach to all waste management activities in Kings County.

With three of the four incorporated cities in the county and the County Government as members, the Authority represents the entire county with the exception of the City of Avenal and the Lemoore Naval Air Station. KCWMA operates the landfill as an enterprise function, with all revenue coming from solid waste disposal fees.

Responsibilities of the KCWMA include the siting, permitting, financing, construction and operation of landfills, a Materials recovery facility and a transfer Station. Additional responsibilities include all activities and waste diversion goals required by AB939 and the closure, post-closure monitoring and liabilities of all identified former landfills in Kings County.

The existing KCWMA landfill is Southeast of the City of Hanford, is about 95 acres in size, has been in operation since 1973 reaching capacity in March of 1992. Closure construction has begun. Waste will continue to be delivered during closure to build the closure contours.

A new landfill is now in operation in Kettleman Hills, with a planned 40 year capacity. A combined Materials Recovery Facility (MRF) and Transfer Station (TS) is planned in the vicinity of the old landfill near the City of Hanford. The Materials Recovery and Transfer station facility will include a small but complete Household Hazardous Waste collection station, and a buy-back center for the use of residents who wish to sort, transport and be paid for their recyclables. Potential sites for the location of the MRF/TS have been identified and property negotiations are underway. A curbside sorting program is also anticipated with waste being sorted by residents and business owners.

GOAL The goals of the Public Facilities and Services Element are:

- ☐ To provide sufficient levels of public facilities and services, based upon timely planning and adequate funding.
- ☐ To ensure adequate water quality and quantity to meet both existing and planned needs.
- ☐ To ensure appropriate waste stream reduction through education, recycling and other means.
- ☐ To ensure adequate wastewater collection and treatment to meet both existing and planned needs.
- ☐ To ensure adequate stormwater collection and disposal to meet both existing and planned needs.
- ☐ To ensure that city services are able to keep pace with demand.

*Objectives, Policies,
and Programs*

OBJECTIVE PF 1

Provide sufficient levels of facilities and services prior to or concurrent with planned development.

POLICY PF 1.1

New development shall be phased according to the capacity of public facilities and services to serve new development.

POLICY PF 1.2

Encourage the concurrent (as opposed to piecemeal) annexation of adjacent unincorporated properties in order to facilitate the formation of assessment districts, benefit districts, and other financial mechanisms which will provide public facilities in an efficient and effective manner.

OBJECTIVE PF 2

New development shall pay fees as necessary to meet all identified costs associated with new development.

POLICY PF 2.1

New development shall be responsible for the public costs attached to each development project, which include, but are not limited to, the acquisition of permanent open space, the provision of adequate school facilities, and the provision of streets, street lighting, sidewalks, landscaping, storm drains, and other infrastructure needs.

POLICY PF 2.2

New development shall be responsible for paying a financial contribution to mitigate the effect of the development on the provision of such public services as police and fire protection, public education, water, and sewer.

POLICY PF 2.3

Construction permits shall not be granted until the developer provides for the installation and/or financing of needed public facilities.

OBJECTIVE PF 3

Maintain existing public facilities and services.

POLICY PF 3.1

Existing public facilities shall be upgraded as they become deteriorated or obsolete.

Program PF 3.1-A

Include in the Capital Improvement Program the upgrading of existing facilities that have become deteriorated or obsolete to the degree that public service has been diminished.

OBJECTIVE PF 4

Provide an adequate supply of quality water to support the General Plan level of development.

POLICY PF 4.1

The City shall condition approval of new development projects on the availability of adequate water supply and infrastructure to serve the new development.

POLICY PF 4.2

The City shall work cooperatively with other water management agencies to prepare a groundwater management program as needed to ensure sufficient water supply for the build-out of the General Plan.

POLICY PF 4.3

When necessary and practical, the City will cooperate with other water agencies to acquire water for the recharge, replenishment and/or banking of groundwater for future demand.

Program PF 4.3-A

The City shall continue to participate with other water agencies in groundwater recharge efforts, as practical, using multi-use storm water basins or other similar facilities. This participation may include the development of slough remnant areas as recharge facilities.

POLICY PF 4.4

The City shall extend water service to new areas based on its ability to meet domestic and fire flow needs of the area.

Program PF 4.4-A

The City shall prepare and maintain a water network analysis which demonstrates its ability to meet development standards and identifies system shortfalls.

Program PF 4.4-B

The City shall include in its Capital Improvement Program, system-wide improvements which are required to maintain current levels of service while extending service to newly developing areas.

POLICY PF 4.5

New development shall include water conservation features and drought resistant landscaping.

OBJECTIVE PF 5

Provide adequate water infrastructure.

POLICY PF 5.1

Treatment facilities shall meet or exceed current standards set by federal, state, or local regulatory agencies.

OBJECTIVE PF 6

Ensure provision of sufficient wastewater collection and treatment facilities to support the existing and future development at General Plan buildout.

POLICY PF 6.1

Continue to provide sewer services and operate major public facilities.

Program PF 6.1-A

The City shall continue to plan for expansion of the wastewater treatment facility as part of its capital improvement program.

Program PF 6.1-B

The City shall update the Wastewater Collection Master Plan as necessary to include alternative analysis of water reclamation facilities.

POLICY PF 6.2

Require new development to be responsible for construction of all sewer lines serving such development (including oversizing of sewers); the costs of oversizing shall be borne by the beneficiary of the oversizing.

OBJECTIVE PF 7

Provide a stormwater drainage system that serves the General Plan level of development in a planned and orderly manner.

POLICY PF 7.1

The City shall condition approval of development projects on the provision of adequate storm drainage improvements.

POLICY PF 7.2

The City shall require the extension of storm drains to new areas in accordance with the phasing of a storm drainage master plan.

Program PF 7.2-A

Prepare Master Storm Drainage Plans to support General Plan and Phasing Area Concept Plan land uses, including proposed drainage facilities and estimated costs.

POLICY PF 7.3

Detention basins should be considered for multiple use (recreation, parking, etc.) particularly larger basins, providing the basic detention function is not lost or impaired, and maintenance and liability issues can be satisfactorily resolved.

OBJECTIVE PF 8

Maintain storm drainage facilities to preserve their function and capacity.

POLICY PF 8.1

Natural and manmade channels, detention basins, and other drainage facilities shall be maintained to ensure that their full use and carrying capacity is not impaired.

POLICY PF 8.2

Continue to require new development to discharge storm water runoff at volumes no greater than the capacity of any portion of the existing downstream system by utilizing detention or retention or other approved methods, unless the project is providing drainage pursuant to an adopted drainage plan.

Program PF 8.2-A

Consolidate policies, programs, and standards for flood control and storm drainage in a Storm Drainage ordinance.

POLICY PF 8.3

All drainage improvements shall comply with the City of Hanford *Public Works Construction Standards*.

OBJECTIVE PF 9

Provide timely, functional, safe, and attractive public buildings in order to provide high levels of public service.

POLICY PF 9.1

Maintain the City government center in the Downtown Commercial District.

Program PF 9.1-A

Participate in Master Plans or Specific Plans for the Downtown Commercial District to ensure the needs of expanding City space for building and parking are adequately met.

POLICY PF 9.2

The City shall acquire land and construct additional structures for fire and police services to maintain acceptable response times throughout the General Plan Area.

Program PF 9.2-A

The City shall analyze the additional service demands for fire and police services and, as necessary, require new development to provide funding to meet the cost of expanding the service.

POLICY PF 9.3

Continue to promote the use of existing City structures for various educational, cultural, and civic programs by the community.

POLICY PF 9.4

Encourage the clustering of public and quasi-public uses such as schools, parks, libraries, child care facilities, and community activity centers.

POLICY PF 9.5

Promote the use of local public schools by school and community creative arts groups.

OBJECTIVE PF 10

Provide adequate public utilities.

POLICY PF 10.1

The City shall designate adequate, appropriately located land for utility uses.

POLICY PF 10.2

The City shall continue to circulate development proposals to local utility providers, including Southern California Edison Company, Southern California Gas Company, Pacific Gas and Electric, Pacific

Bell, and local cable television providers, for their review and comment and to ensure that they can and will provide service to development.

POLICY PF 10.3

The City shall continue to work with local utility providers to allow them adequate time to prepare plans for servicing new planned growth.

OBJECTIVE PF 11

Support adequate solid waste disposal capacity.

POLICY PF 11.1

Reduce the amount of waste disposed of at the landfill by reducing 25 percent of the solid waste stream by the year 1995 and 50 percent by the year 2000 as mandated by State law.

Program PF 11.1-A

Continue to cooperate with the Kings County Waste Management Authority which promotes source reduction, recycling, and composting as ways of reducing waste and increasing landfill capacity.

POLICY PF 11.2

Continue to participate as member of the Kings County Waste Management Authority by providing input on waste management issues.

[End of Public Facilities Element]

Appendix A

Population Growth Projections

POPULATION PROJECTIONS

INTRODUCTION

Before establishing finite planning areas for the City, the demand for growth must be estimated. Using historical growth patterns, local knowledge, infrastructure opportunities and limitations, it is possible to *estimate* the amount of land needed to serve both residential and non-residential uses. Once the rough size of the planning area is known, existing infrastructure and development patterns can be analyzed to establish the most cost effective and environmentally sound location for different land use types. Once the land uses are more or less established, infrastructure is again examined to ensure the best cost to benefit ratio possible.

Given this, growth assumptions become the very foundations of the General Plan and serve as the driving force behind many of the Goals, Objectives and Policies. As such, it is imperative that these assumptions be as accurate as possible.

It is also important to note that the growth projections neither mandate or restrict the level of development in Hanford. These projections are only used to determine a reasonable planning interval for the City. Thus, the *year* indicated at the far left of many of the tables is only intended as a means of describing the incremental nature of population growth. They are not targets or goals to be met by the City.

HISTORICAL POPULATION

Table 1 reflects the Department of Finance (DOF) population estimates taken from the annual E-5 reports. These figures are typically corrected by actual census data, and reflect new construction, demolition and other changes in the development of the City. Hanford annexed several inhabited areas which would artificially inflate growth percentages if uncorrected. Kings County LAFCo provided the incorporation dates and population figures for each of the annexations shown in this Table. These amounts reflect both registered and non-registered voters.

The City builds a little over 250 single family homes per year. Multiple family development tends to occur in larger blocks and averages between 4 & 5 units per year. The vacancy factor has declined steadily since 1980 which would suggest that new construction may not be keeping pace with population growth. A decline in vacancy rates can also have an adverse effect on affordable housing which may be reflected in the gradually increasing persons-per-household factor.

POPULATION PROJECTIONS

Using the historical population growth rates shown in Table 1, Table 2 projects four possible growth scenarios: 2, 5 and 10 year with an average of all three. The table reflects the boom time of real estate in

the late 1980's with a 3.09 percent annual growth rate from 1982 to 1992, and a 3.78 percent annual growth rate from 1987 to 1992. The recession of 1990 to 1992 is also shown with a less than 1 percent growth rate for this period. It should be noted that DOF also makes gradual changes to their population estimates in the few years before a census, and immediately after the census. These changes are designed to calibrate their growth model through the use of actual data. Finally, the average of all four figures was calculated at approximately 2.6 percent annual growth rate.

For the purposes of the remaining tables, the 2.6 percent figure was used as the expected annual growth rate for Hanford. This is not to suggest that the individual years may not exceed or fall below this estimate, only that over time the average growth figure will be approximately 2 - 3 percent.

LAND REQUIREMENTS

Table 3 uses the 2.6 percent growth factor to determine the amount of land needed to accommodate growth in Hanford until the year 2010. As indicated above, the assumptions (shown adjacent to Table 2) dictate the outcome of the projections. These assumptions will be refined and revised as the plan update continues and as more accurate information is made available.

Low and medium density residential development is initially calculated at an approximate 70/30 percent split. It may be desirable to adjust the future split toward 60/40 to make more efficient use of land, or influence housing costs. As the Land Use section of the plan becomes more refined, these figures and acreage estimates can be revised to get a fairly accurate assessment of land need. In order to accommodate competition, vacancy factors, and ensure reasonable prices for land, a 50 percent *reserve* is introduced to the model for residential need. This additional acreage, also allows flexibility in planning the direction and scope of growth.

Non-residential land is much more difficult to estimate. This model assumes that there is a direct relationship between developed residential land and developed non-residential land. In this instance, an additional 35 percent of the residential acreage (less reserve) is anticipated to be developed as commercial/industrial. An additional 20 percent of the same acreage is expected to be in public use. As with residential land, refinements in the Land Use section of the plan will alter the land use needs.

As shown in Table 3, approximately 2,200 acres will be needed to accommodate growth in the City of Hanford through 2010. This rough figure will need to be revised to reflect changes in density and intensity,

existing vacant land, and major infrastructure needs such as storm drainage basins, community parks, etc.

GROWTH SUMMARY

Table 4 shows the cumulative results of each of the four different growth factors on population and land need through 2010. Obviously, the larger growth rates result in significantly larger land needs as the plan is built-out. Given that the General Plan will probably have a useful life of between 10 and 12 years, it is expected that more detailed planning will occur for the period between 1995 and 2005. Thus, the 2,200 acre figure shown in Table 3 would accommodate all four growth scenarios through the year 2005, albeit at different annual growth rates.

Vacant Land

Table 5 shows vacant land, by zone, as calculated from aerial photographs and field surveys. Single family zoned parcels less than 10 acres in size, and multiple family parcels less than 5 acres in size, are classified as *infill* (regardless of their physical location) and removed from the vacant land total. Close examination of developed land around the vacant parcels will help determine if the stated zoning is applicable, and if development is likely. These refinements are necessary to develop an accurate determination of the amount of land that needs to be annexed to serve growth through the year 2010.

Printed 31-Jan-94

Hanford Historical Population – 1980 – 1992 (Less Annexed Population)

Table 1

Year	Population					Housing Units							
	DOF	Annex Pop.	Actual Pop.	House	Group	Total	S.F.	M.F.	Mobile	Occ.	Vac.	% Vacant	Pers/HH
1980	20,958		20,958	20,310	648	7,997	5,733	1,972	292	7,364	633	7.92%	2.758
1981	21,596	22	21,574	20,915	654	8,276	5,854	2,118	304	7,607	669	8.08%	2.749
1982	22,372		22,372	21,682	690	8,424	5,974	2,127	323	7,874	550	6.53%	2.754
1983	22,988		22,988	22,301	687	8,640	6,069	2,233	338	8,083	557	6.45%	2.759
1984	23,671	14	23,657	22,983	688	9,136	6,257	2,534	345	8,321	815	8.92%	2.762
1985	24,415	3	24,412	23,728	687	9,309	6,422	2,548	339	8,737	572	6.14%	2.716
1986	24,730		24,730	24,113	617	9,532	6,583	2,609	340	8,904	628	6.59%	2.708
1987	25,248	22	25,226	24,573	675	9,785	6,783	2,632	370	9,057	728	7.44%	2.713
1988	25,973	87	25,886	25,355	618	10,099	7,000	2,754	345	9,373	726	7.19%	2.705
1989	29,450	1,991	27,459	28,845	605	11,274	7,828	3,059	387	10,523	751	6.66%	2.741
1990	30,897		30,897	30,361	536	11,610	8,139	3,074	397	10,855	755	6.50%	2.797
1991	31,987	20	31,967	31,393	594	11,859	8,373	3,088	398	11,120	739	6.23%	2.823
1992	33,327		31,168	32,733	594	12,191	8,650	3,143	398	11,511	680	5.58%	2.844
Total		2,159											

Department of Finance E-5 Reports

2 Year Average Growth Rate	0.44%
5 Year Average Growth Rate	3.78%
10 Average Growth Rate	3.09%
Average Growth Rate	2.60%

Hanford Population Projections 1992 – 2010

Table 2

Year	2 Year	5 Year	10 Year	Avg.
1992	33,327	33,327	33,327	33,327
1995	33,766	37,255	36,514	35,845
2000	34,512	44,857	42,517	40,628
2005	35,273	54,010	49,507	46,263
2010	36,052	65,030	57,646	52,909

Assumptions for Table 3

- 2.84 Persons per Single Family Unit
- 4.00 Single Family Units per Acre
- 70.00% Of Population Increase Will Live In Single Family Units
- 2.50 Persons Multiple Family Unit
- 15.00 Multiple Family Units per Acre
- 30.00% Of Population Increase Will Live in Multiple Family Units
- 35.00% Of City is Non-Residential (industrial or commercial)
- 20.00% Public Land Needs (streets, schools, parks, fire stations, wells, etc.)
- 50.00% Reserve to Ensure Available Land for Development

Printed 31-Jan-94

Hanford Land Requirements to Meet Average Growth to 2010 at 2.60 Percent

Table 3

Year	Population	Increase	Residential Land Needed				Non-Residential Land Needed					Grand Total	Cumulative
			Low Den.	Med Den.	Reserve	Cumulative	Total	Com./ Ind.	Cumulative	Public	Cumulative	Total	
1992	33,327												
1993	34,194	867	53	7	30	90	90	21	21	12	12	33	123
1994	35,083	889	55	7	31	183	93	22	43	12	24	34	127
1995	35,996	913	56	7	32	278	95	22	65	13	37	35	130
1996	36,932	936	58	7	33	376	98	23	88	13	50	36	134
1997	37,893	961	59	8	33	476	100	23	111	13	63	36	136
1998	38,879	986	61	8	34	579	103	24	135	14	77	38	141
1999	39,890	1,011	62	8	35	685	105	25	160	14	91	39	144
2000	40,928	1,038	64	8	36	793	108	25	185	14	105	39	147
2001	41,993	1,065	66	9	37	904	111	26	211	15	120	41	152
2002	43,085	1,092	67	9	38	1,018	114	27	238	15	135	42	156
2003	44,206	1,121	69	9	39	1,135	117	27	265	16	151	43	160
2004	45,356	1,150	71	9	40	1,255	120	28	293	16	167	44	164
2005	46,536	1,180	73	9	41	1,378	123	29	322	16	183	45	168
2006	47,746	1,210	74	10	42	1,504	126	29	351	17	200	46	172
2007	48,988	1,242	76	10	43	1,634	130	30	381	17	217	47	177
2008	50,262	1,274	78	10	44	1,767	133	31	412	18	235	49	182
2009	51,569	1,307	80	10	45	1,903	136	32	444	18	253	50	186
2010	52,910	1,341	83	11	47	2,043	140	33	477	19	272	52	192
2011	54,286	1,376	85	11	48	2,186	144	33	510	19	291	52	196
2012	55,698	1,412	87	11	49	2,334	147	34	544	20	311	54	201
2013	57,147	1,449	89	12	50	2,485	151	35	579	20	331	55	206

Printed 31-Jan-94

Table 4

Two Year Growth		0.44%	Residential Land Needed				Non-Residential Land			Grand Total
Year		Population	Low Den.	Med Den.	Reserve	Total	Com./Ind.	Public	Total	
1995	33,766	439	27	4	15	46	11	6	17	63
2000	34,512	745	46	6	26	78	18	10	29	106
2005	35,273	762	47	6	26	79	19	11	29	109
2010	36,052	779	48	6	27	81	19	11	30	111
Totals		2,725	168	22	95	284	66	38	104	388

Five Year Growth		3.78%	Residential Land Needed				Non-Residential Land			Grand Total
Year		Population	Low Den.	Med Den.	Reserve	Total	Com./Ind.	Public	Total	
1995	37,255	3,928	242	31	137	410	96	55	150	560
2000	44,857	7,602	468	61	264	793	185	106	291	1,084
2005	54,010	9,153	563	73	318	955	223	127	350	1,305
2010	65,030	11,021	678	88	383	1,150	268	153	422	1,571
Totals		31,703	1,951	254	1,102	3,307	772	441	1,213	4,520

Ten Year Growth		3.09%	Residential Land Needed				Non-Residential Land			Grand Total
Year		Population	Low Den.	Med Den.	Reserve	Total	Com./Ind.	Public	Total	
1995	36,514	3,187	196	25	111	332	78	44	122	454
2000	42,517	6,003	369	48	209	626	146	83	230	856
2005	49,507	6,990	430	56	243	729	170	97	267	996
2010	57,646	8,139	501	65	283	849	198	113	311	1,160
Totals		24,319	1,497	195	846	2,537	592	338	930	3,467

Average Growth		2.60%	Residential Land Needed				Non-Residential Land			Grand Total
Year		Population	Low Den.	Med Den.	Reserve	Total	Com./Ind.	Public	Total	
1995	35,996	2,669	164	21	93	278	65	37	102	380
2000	40,928	4,932	304	39	171	514	120	69	189	703
2005	46,536	5,608	345	45	195	585	136	78	214	799
2010	52,910	6,374	392	51	222	665	155	89	244	909
Totals		19,583	1,205	157	681	2,043	477	272	749	2,792

Totals may not add to those in Table 3 due to rounding.

Printed 31-Jan-94

City of Hanford Draft Vacant Land Calculations

Table 5

Designation	Acres
VLD	9.5
LD	171.2
L-MD	121.0
MD	239.0
Subtotal Residential	540.7
Public Facilities	49.7
Commercial	292.2
Industrial	557.5
Totals	1,440.1

Table 6

				Sdnts/Unit		School Size		Total		1995	2000	2005	2010
557.5				Elementary	0.60	700		6.15		0.84	1.55	1.76	2.00
1,440.1				Jr. High	0.20	900		1.59		0.22	0.40	0.45	0.52
				High	0.30	1,500		1.43		0.20	0.36	0.41	0.46
School Generation				Total	1.10								
Units Constructed				Students Generated									
Year	Single Family	Multiple Family	Total	Elementary	Cumulative	Jr. High	Cumulative	High	Cumulative	Total	Cumulative		
1993	213.424553	104.04	317.46455	190	190	63	63	95	95	348	348		
1994	218.840170	106.68	325.52017	195	385	65	128	98	193	358	706		
1995	224.748116	109.56	334.30811	201	586	67	195	100	293	368	1,074		
1996	230.409898	112.32	342.72989	206	792	69	264	103	396	378	1,452		
1997	236.564008	115.32	351.88400	211	1,003	70	334	106	502	387	1,839		
1998	242.718119	118.32	361.03811	217	1,220	72	406	108	610	397	2,236		
1999	248.872229	121.32	370.19222	222	1,442	74	480	111	721	407	2,643		
2000	255.518669	124.56	380.07866	228	1,670	76	556	114	835	418	3,061		
2001	262.165108	127.8	389.96510	234	1,904	78	634	117	952	429	3,490		
2002	268.811547	131.04	399.85154	240	2,144	80	714	120	1,072	440	3,930		
2003	275.950316	134.52	410.47031	246	2,390	82	796	123	1,195	451	4,381		
2004	283.089084	138	421.08908	253	2,643	84	880	126	1,321	463	4,844		
2005	290.474017	141.6	432.07401	259	2,902	86	966	130	1,451	475	5,319		
2006	297.858949	145.2	443.05894	266	3,168	89	1,055	133	1,584	488	5,807		
2007	305.736211	149.04	454.77621	273	3,441	91	1,146	136	1,720	500	6,307		
2008	313.613472	152.88	466.49347	280	3,721	93	1,239	140	1,860	513	6,820		
2009	321.736898	156.84	478.57689	287	4,008	96	1,335	144	2,004	527	7,347		
2010	330.106488	160.92	491.02648	295	4,303	98	1,433	147	2,151	540	7,887		
	4,821	2,350	7,171	4,303		1,433		2,151		7,887			

Appendix B

Air Quality Goals, Objectives, Policies & Programs Summary

Appendix B

The following Goals, Objectives, Policies and Programs specifically address Air Quality Impacts and are designated with an (AQ) suffix in the General Plan:

LU 1.1-A	LU 11.1	CI 1.2	HZ 7	OCR 1.1
LU 1.2		CI 1.2-A	HZ 7.1	OCR 1.1-A
	LU 13.1	CI 1.3	HZ 7.1-A	OCR 1.1-B
LU 2.2	LU 13.3	CI 1.3-A	HZ 7.1-B	OCR 1.1-C
LU 2.3			HZ 7.1-C	OCR 1.2
LU 2.3-A	LU 14.1	CI 2.1	HZ 7.1-D	OCR 1.3
LU 2.3-B	LU 14.1-A		HZ 7.1-E	OCR 1.3-A
		CI 3	HZ 7.2	OCR 1.3-B
LU 3.2-A	LU 15.1	CI 3.2	HZ 7.2-A	
	LU 15.1-A	CI 3.3	HZ 7.2-B	OCR 5.3
LU 4.2	LU 15.1-B	CI 3.4	HZ 7.3	OCR 5.3-A
		CI 3.5		
LU 5.1	LU 17.2	CI 3.6		OCR 6
LU 5.2		CI 3.7		OCR 6.1
	LU 19.1			
LU 6	LU 19.1-A	CI 5.1		OCR 7
LU 6.2	LU 19.2	CI 5.1-A		OCR 7.1
LU 6.2-A		CI 5.1-B		OCR 7.2
	LU 20.1	CI 5.2		
LU 7				OCR 14.1-B
LU 7.1	LU 21.1	CI 6.1		OCR 14.1-D
LU 7.1-A		CI 6.2		OCR 14.2-B
LU 7.2	LU 22.1	CI 6.2-A		
LU 7.2-A	LU 22.2	CI 6.3		
	LU 22.3	CI 6.3-A		
LU 8		CI 6.3-B		
LU 8.1		CI 6.3-C		
LU 8.1-A				
LU 8.1-B		CI 7		
LU 8.1-C		CI 7.1		
LU 8.1-D		CI 7.2		
LU 8.2		CI 7.2-A		
LU 8.2-A		CI 7.2-B		
LU 8.4		CI 7.3		
LU 8.4-A		CI 7.3-A		
LU 9.1		CI 8.1		
LU 9.2		CI 8.2		
LU 9.2-A		CI 8.2-A		
LU 9.3		CI 8.3		
		CI 8.6		
		CI 10.1		
		CI 10.3		

CIRCULATION ELEMENT

INTRODUCTION

The Circulation Element is a required element of the general plan and is closely linked to all of the other general plan elements. The adequacy and capacity of circulation systems influences the nature, extent and pace of urban development. As a result, the goals, policies and objectives of both the Land Use Element and Circulation Element must be complementary. Circulation not only covers the movement of automobiles, but the whole range of transportation alternatives: pedestrian, bicycle, air, truck and rail. For the circulation system to be successful, all of these methods of transportation must be integrated with land uses. Such a system is considered "multi-modal" in that many different modes of transportation can be used to achieve a destination.

ROADWAY CLASSIFICATIONS

All street and highway facilities serve two basic functions; mobility and land access. *Mobility* refers to the provision of vehicle movement, and *Access* refers to parking, storage or driveway access at the origin or

Table CI-1	
Functional Classification	
Facility Type	Emphasis
Freeway	Mobility with no direct land access and access limited to interchanges.
Expressway	Mobility with more frequent access to arterials but no direct land access.
Arterial	Mobility with access to collectors, some local streets and major traffic generators.
Collectors	Connects local streets with arterials, also provides access to adjacent land uses; balances mobility and access.
Local	Access to adjacent land uses only; no mobility function.

destination of a person's trip. Each roadway type is designed to emphasize varying degrees of mobility or access. Unfortunately, these two functions are often not complimentary. Unlimited access, often degrades mobility. Mobility without access is acceptable for long trips - such as across town, but of little help for trips to the local store. For this reason, roadways in Hanford have been placed in classifications as shown in Table CI-1. As shown in Tables CI-2 and CI-3 there are both existing, and proposed roadways shown for different

classifications. Figure CI-1, located in pocket at rear of document, depicts circulation classifications for the General Plan Area.

State Freeways and Highways

There are two state facilities serving the Hanford Planning Area, State Highway 198 and State Highway 43. The segment of State Highway 198 which passes through the Planning Area is considered a freeway. State Highway 43 is a two lane facility and functions as an arterial and major transportation route between Hanford and Fresno and Corcoran to the south.

Arterial Streets

All or portions of the streets shown in Table CI-2 are designated as arterial streets. Development criteria outlined in the Goals, Objectives, Policies & Programs section of the Element include right-of-way, suggested number of travel lanes, spacing and intersection control. Arterial streets are located approximately every mile with collector streets located between the arterials at approximately half-mile intervals.

Table CI-2	
Major/Minor Arterial Streets	
North/South	
13 th Avenue (Houston to Fargo) 12 th Avenue (Idaho to Flint) 11 th Avenue (Jackson to Flint)	10 th Avenue (Jackson to Flint) Future 9 th Avenue (Houston to Fargo) State Highway 43 (Expressway)
East/West	
Jackson Avenue (11 th Avenue to 10 th Ave.) Idaho Avenue (12 th to 10 th Ave.) Iona Avenue (12 th to 10 th Ave.) Houston Avenue (13 th to SR43) Hanford-Armona Rd (13 th to SR43) 3 rd Street (1 way, 11 th to 10 th Ave.) State Highway 198 (Freeway)	4 th Street (1 way, 11 th to 10 th Ave.) 6 th Street (11 th to 10 th Ave.) 7 th Street (11 th to 10 th Ave.) Lacey Blvd. (10 th Ave. to SR 43) Lacey Blvd. (13 th Ave. to Irwin Street) Grangeville Blvd. (13 th Ave. to SR 43) Fargo Ave. (13 th Ave. to SR 43) Flint Avenue (12 th Ave. to SR 43)

Hanford's arterial street pattern is generally one-mile spacing between the existing arterials. Exceptions to this spacing include Third, Fourth, Sixth and Seventh Streets, which are in the downtown area and provide for both mobility (to and through downtown), as well as access. These streets do not meet the right-of-way requirements or improvement standards for arterial streets, however they function as arterial streets.

The General Plan Policies make a distinction between Major and Minor Arterial streets. Where right-of-way restrictions are present along existing streets a Minor Arterial designation may be appropriate

including less than 110' fully developed street section. A Minor Arterial may also be appropriate in the Industrial Area of the City where average daily trips is low and does not require four lanes, but truck traffic and movements do require a wide street section.

Collector Streets

The streets shown in Table CI-3 are designated as Collector streets, with their own set of development criteria. Similar to some Arterials Collector streets have evolved from heavy use as opposed to formal development standards. Because of this, some streets may be designated Collectors, but not have all of the improvements required for new Collectors such as right-of-way width, travel way paving, and limited access. These streets present problems in contrast between definition and are addressed in the Goals, Objectives, Policies & Programs section of the Element.

Table CI-3	
Major and Minor Collector Streets	
North/South	
Campus/University (6 th St. to Greenfield) Greenfield (Lacey to 13 th Ave.) - Future Rodgers (11 th Ave. to Mulberry) ¹ Redington (4 th St. to Grangeville) ¹ Irwin (4 th St. to Grangeville) ¹ Harris (6 th St. to Grangeville) ¹	Douty Street (Hanford-Armona Rd. to Flint) Kensington (Grangeville to Fargo) ¹ 9¼ Avenue (Lacey to Grangeville) Future Streets on North Future Streets on South
East/West	
Hume (13 th to 11 th Ave.) Third (from 11 th to 8½) ¹ Garner (Lacey to 11 th Ave.) Ivy (10 th to 11 th Ave.) ¹ Florinda (11 th to 9¼ Ave.) ¹ East Malone (Douty to 10 th Ave.) McCreary (11 th Ave. to Douty)	Terrace (Douty to 10 th Ave.) ¹ Leland (Douty to 9¼ Ave.) ¹ Cortner (11 th Ave. to Kensington) ¹ Seventh Street (Mall Dr. to 11 th Ave.) Mall Drive (ring-road) Future Streets on West Future Streets on East

Note: ¹ Not developed as collector, but functions as collector.

The General Plan policies make a distinction between Major and Minor Collector streets. The new development Minor Collectors will be planned to connect to Major Collectors and occasionally to Arterial streets at limited points. In existing developed areas, although some streets lack sufficient right-of-way and adjoining uses are substantially developed, streets function as Major Collectors. These streets may be developed to standards similar to Minor Collectors because of right-of-way and existing development.

Collector streets are spaced on a one-mile grid, off-set ½ mile from the Arterial streets. Ideally, Collector streets would fall mid-way between two Arterial streets, and provide alternative routes to the arterials during periods of high demand.

Local Streets and Roads

The remainder of the streets are classified as local, and are the most predominant way of travel for most of the City. Local streets connect single family homes and other uses not appropriate adjacent to major roadways, to the arterial-collector network.

LEVELS OF SERVICE

It is too expensive to build every road to handle all types of traffic at all times. Instead, the system of arterial, collector and local streets is designed to move traffic onto the most efficient routes for a given destination. Even these facilities are too expensive to design for the worst-case scenario, and are usually designed to meet "normal" traffic volumes for a given day. These classifications are termed *Levels of Service* [LOS] and are based on the amount of traffic a given section of road can handle taking into account speed, width of roadway, number of lanes, etc. As shown in Table CI-4, the LOS ranges from A to F and is based primarily on the driver's perception of roadway conditions.

The City of Hanford has adopted an overall LOS standard of C with peak hour LOS standard of D acceptable in some instances. Due to the nature of the roadway system, improvements to existing developed areas is extremely difficult. As a result, there may be instances where a lower LOS is acceptable.

Several arterial and collector segments can not feasibly be widened to meet right-of-way standards for their functional classification. For example, it would probably be cost prohibitive to acquire right-of-way along portions of Grangeville Blvd. between Douty and 11th Avenue to make arterial level improvements. In addition, trees would be cut down, and many older houses would loose front yards increasing noise and traffic conflicts. As a result, some improvements to the level-of-service through limited construction of additional lanes and intersection widening is more practical. This allows for flexibility in addressing the problem of increasing the roadway capacity, while preserving as much of the character of older neighborhoods as possible.

Existing Levels of Service

The majority of the streets in the community are currently operating at high levels of service. Only five segments are operating below level of service "C".

Table CI-4					
Level of Service Description					
			Street Segments	Intersections	
				Signalized	Unsignalized
	Conditions	Description	Volume-to-Capacity Ratio	Delay (seconds)	Reserve Capacity
A	Free Flow	<i>Users are unaffected by other traffic, freedom of speed and movement, level of comfort, convenience and safety is excellent.</i>	0.00-0.59	≤ 5.0	≥ 400
B	Stable Operation	<i>Users begin to notice other traffic, freedom of speed continues, but freedom to maneuver declines slightly.</i>	0.60-0.69	5.1 to 15.0	300-399
C	Stable Operation	<i>Users are affected by other traffic, freedom of speed and maneuver are greatly affected. Traffic signals operate at maximum efficiency.</i>	0.70-0.79	15.1 to 25.0	200-299
D	Approaching Unstable	<i>Users are greatly affected by traffic, comfort, convenience and safety significantly affected. Users wait one signal cycle to pass through an intersection.</i>	0.80-0.89	25.1 to 40.0	100-199
E	Unstable Operations	<i>Traffic volumes at or near capacity, users wait several signals to pass through intersection.</i>	0.90-0.99	40.1 to 60.0	0-99
F	Forced Flow	<i>Traffic volumes exceed the capacity of the street and traffic queues develop. Stop and go traffic conditions.</i>	1.00-plus	> 60.0	< 0

Sources: 1985 Highway Capacity Manual, Special Report 209, Transportation Research Board.
1965 Highway Capacity Manual, Special Report 87, Highway Research Board.

Grangeville Boulevard

Grangeville Boulevard between 11th Avenue and 10th Avenue currently is operating at a level of service "F". Grangeville Boulevard represents the first east/west arterial north of downtown. As such it provides connections to all north/south arterials in north Hanford. Hanford High

School is located on Grangeville within this segment and adds significantly to the daily traffic volumes.

11th Avenue

11th Avenue between State Highway 198 and Lacey Boulevard is operating at a level of service "D". This 4 lane arterial is the busiest street in the City and currently carries approximately 24,000 vehicles per day. 11th Avenue provides access from the northern and southern sections of the community to the Kings Shopping Mall, the downtown area, and the interchange with SH 198. The limited number of overcrossings/undercrossings of the SH 198 freeway add to the volume of traffic using this segment.

10th Avenue

Level of service on 10th Avenue is currently "E" between Fargo Ave. and Lacey Boulevard, but recent street widening has improved a portion of this street to an acceptable level of service between Leland and Fargo.

CONNECTIVITY

Generally, Hanford has developed its existing street system with excellent connectivity. All arterials are continuous within the community and the expansion of these facilities to provide for future development can be accommodated.

Hanford has three transportation facilities that will influence the future connectivity of the collector street system. The railroads, San Joaquin Valley Railroad and Santa Fe, bisect the community. While the arterial system had developed around these rail lines without breaks in connectivity, the railroads' policy of limiting the number of at-grade crossings will greatly effect the location and layout of collector streets. The Santa Fe rail line will affect the collectors in northwest Hanford and in the Hanford Industrial Park. The San Joaquin Valley Railroad will influence the development of collectors west of 11th Avenue and east of 10th Avenue. In addition to the rail lines, Highway 198 will influence future north/south collectors. Like the San Joaquin Valley Railroad facility, the freeway will influence collector development west of 11th Avenue and east of 10th Avenue.

TRANSIT

The City of Hanford and the surrounding areas are served by a number of public, private, and social service transportation organizations. The following provides a description of some of these transit services.

Public Transit

The largest provider of public transit services within Kings County is the Kings County Area Public Transit Agency (KCAPTA). KCAPTA is

an intra-governmental agency with representatives from Avenal, Kings County, Hanford and Lemoore, and is responsible for the operation of the Kings Area Rural Transit (KART). KART offers scheduled daily bus service from Hanford to Armona, Lemoore, the Lemoore Naval Air Station, Stratford, Kettleman City and Avenal.

KART operates three services in Hanford, KART dial-a-ride, a scheduled fixed route bus service in the central Hanford area, and a commute service to Lemoore, Avenal and Corcoran. The KART dial-a-ride operates from 7:00 am to 4:30 pm Monday through Friday and on Saturday, from 9:00 am to 4:00 pm. Ridership for KART dial-a-ride in Hanford for calendar year 1992 totaled over 50,000 trips.

KART began a scheduled fixed route bus service for Hanford in July of 1991. The scheduled bus service operated Monday through Friday from 7:30 am to 5:30 pm. Expansion of the service is planned as new retail developments are built. Ridership is estimated at 4,200 per month.

KART also operates three fixed routes to Lemoore, Avenal, and Corcoran. This service also provides service to Lemoore Naval Air Station.

Private Transportation

Private transit services are currently provided in Hanford by two companies, a private taxi company and Orange Belt Stages.

Orange Belt Stages offers daily scheduled bus service four times a day to Goshen and Visalia, one bus per day to Paso Robles and one per day to Fresno. The service to Paso Robles provides a link through Greyhound connections to the coastal communities. Service to Fresno also provides connecting service through Greyhound to northern and southern destinations.

Social Service Transit

There are a number of social service transit providers in the Hanford area. The largest is the Kings Rehabilitation Center which provides a wide range of personal and educational services to the disabled community. Over 3,000 rides per month are provided by this agency in Kings County.

Other social service transit providers include; Kings View Mental Health Services, Kings County YMCA, the Kings County Community Action Organization and others.

Rail

Hanford is served by both the Santa Fe and San Joaquin Valley Railroads (SJVR). Both rail lines cross in Hanford near the central business district. These rail lines have historically been an important part of Hanford's economic and transportation development.

Both Santa Fe and SJVR provide freight service to the Hanford Area. SJVR has a limited schedule of one train per day while Santa Fe has twice a day service and runs on the average 18 freight trains a day through the city on its main north/south line.

Hanford is also served by AMTRAK passenger rail service. Currently, several northbound and southbound trains operate through the community each day. Northbound service connects Hanford with the Bay Area and Sacramento, while southbound service connects with Bakersfield and southern California. AMTRAK Feeder Bus Service is currently provided to and from the Hanford station to Tulare County. This bus service connects Porterville, Lindsay and Visalia with the AMTRAK trains.

*Bicycle and Pedestrian
Issues*

Although Hanford does not have a comprehensive bicycle plan, the interest in a plan will increase as the community grows. On-street bike lanes often create significant vehicular/bicycle conflicts. The cost of retrofitting the existing urban area for bicycle lanes is cost prohibitive, especially along older streets which will see increased motor vehicle traffic. The General Plan promotes the establishment of a shared use roadway system, but encourages newly developing areas to provide for bicycle facilities along major roadways and off-road systems as part of open space and recreation amenities.

Several areas in Hanford lack adequate pedestrian facilities. New construction requires curb and gutter improvements along with the installation of sidewalks and curb cuts in many areas.

GOAL The goal of the Circulation Element is to:

- ☐ Plan for, Create, and Maintain an Efficient, Cost Effective, Safe, and Coordinated Multi-modal Circulation System, Serving the Needs of a Variety of Users.

*Objectives Policies &
Programs*

OBJECTIVE CI 1

Establish a circulation system that is consistent with the land use patterns of the City.

POLICY CI 1.1

Develop a network of roads that is compatible with the general land use patterns of the City.

POLICY CI 1.2 (AQ)

Locations of Major Collector street intersections with Arterial streets shall be fixed by the Circulation Map. Roadway dedications and

development design shall implement the Circulation Map. Location of Major Collector alignments in newly developing areas shall be logical and efficient, and established early in the development process to aid in the consistent design of subdivisions.

Program CI 1.2-A (AQ)

The City will encourage property owners in newly developing areas to prepare Master Plans or Specific Plans which identify future major street alignments. The City will participate in the design of street alignments in advance of development to ensure consistent and logical design of the circulation system.

Program CI 1.2-B (AQ)

The City may pursue the reservation of right-of-way and define specific development standards and requirements through the preparation and adoption of Precise Plan Lines.

POLICY CI 1.3 (AQ)

Coordinate planning and development of the circulation system with development approvals throughout the City.

Program CI 1.3-A

The City's functional street classification system shall include Freeways, Expressways Major and Minor Arterial Streets, Major and Minor Collector streets, and Local Streets.

Program CI 1.3-B

Classification of Existing and Future Streets (see Tables CI-2 and CI-3 for classification listing)

Program CI 1.3-C

The City shall prepare and adopt Standard Plans and Specifications for all streets and roads including the following standards:

- 1. Major Arterial streets shall be built at an approximate separation of one (1) mile. Major Arterial streets are planned for newly developing areas where acquisition of ultimate right-of-way can be achieved without significant disruption of existing uses. Because of existing right-of-way limitations Major Arterial streets may connect with Minor Arterial streets employing design modifications.*
- 2. Minor Arterial streets shall be on an approximate one (1) mile separation and may be an extension of the Major Arterial streets. The design of the Minor Arterial is constrained by*

significant right-of-way limitations, however the roadway must function at arterial traffic levels.

3. *Major Collector streets shall be built at an approximate separation of one (1) mile, typically one-half mile from adjacent arterial streets. Major Collector streets are planned for newly developing areas where acquisition of ultimate right-of-way can be achieved without significant disruption of existing uses. Because of existing right-of-way limitations Major Collector streets may connect with Minor Collector streets employing design modifications.*
4. *Minor Collector streets may be on less than one (1) mile separation and may be an extension of a Major Collector street, or may be an existing street which connects one part of the City with another. The design of the Minor Collector is constrained by significant right-of-way limitations, however the roadway must function at collector traffic levels.*
5. *Minor Collector streets are typically constructed in new development areas of the City and their function is to carry a higher traffic capacity than local streets and connect to Major Collectors or occasionally Major Arterial streets.*
6. *Arterial and Collector street standards shall be developed which provide adequate capacity for their appropriate function.*
7. *Median breaks and driveway standards for Arterial and Collector streets shall generally conform to the following standards:*

Arterial Street Standards

- a. *Driveway access to major activity centers, including multi-family development, should be located no closer than 200 feet to the intersection of a Major Collector or Arterial street. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)*
- b. *The distance between commercial driveways on Arterial streets should not be less than 400 feet. (Measurements shall be from the curb return of the intersection to the nearest edge of the driveway.)*

- c. *Where practical and desirable, commercial driveways should be located on adjacent Collector streets rather than on Arterial streets.*
- d. *If parcel size demands and alternative shared access is not available, commercial driveways may be provided not less than 50 feet from an intersection (measurement shall be from the curb return to the nearest edge of the driveway). These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)*
- e. *Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be encouraged through access agreements along Arterial streets where standards a. through d. are exceeded.*
- f. *Ingress and egress to shopping centers should minimize left-hand movements into and out of parking/loading areas.*
- g. *Where there is no adopted design for median breaks on an arterial street, there should be not less than 1,000 feet between median breaks (excluding left turn provisions). Median breaks should be consistent with the standards for driveways (not less than 200 feet from an adjacent intersection of an Arterial or Major Collector street).*
- h. *Separation of Minor Collector Street entry points should not be less than 500 feet apart on Arterial streets, Major Collector streets, and other Minor Collector streets. Median standards of 1,000 feet apply to Minor Collector intersections with Arterial streets.*
- i. *Single family residential driveways are prohibited on new arterial streets, and shall be discouraged on existing arterial streets.*

Collector Street Standards

- a. *Driveway access to major activity centers should be located no closer than 200 feet to the adjacent intersection of a Major Collector or Arterial street. (Measurement*

- shall be from the curb return to the nearest edge of the driveway).*
- b. The distance between driveways and intersecting Minor Collectors or Local streets should not be less than 300 feet. (Measurement shall be from curb return to the nearest edge of the driveway).*
 - c. If parcel size demands and alternative shared access is not available, driveways may be provided not less than 50 feet from the intersection (measurement shall be from the curb return to the nearest edge of the driveway). These driveways shall not be serviced by median breaks. If more than one is required to serve a property, the driveways shall be separated by 50 feet. (The separation is to be measured nearest edge to nearest edge of the driveways.)*
 - d. Raised concrete medians may be provided where left turn control is needed, and painted medians may be used at two-way left turn pockets where appropriate. Where concrete medians are provided, median breaks should be spaced not less than 300 feet apart.*
 - e. Driveways to multi-family residential property along Major Collector streets should be consolidated whenever possible.*
 - f. Single family residential driveways should be prohibited along Major Collector streets, including "no access strips" along residential side or rear yards.*
- 5. Residential development shall be oriented away (side-on or rear-on) from Arterial and Major Collector streets, and properly buffered so that the traffic carrying capacity on the street will be preserved and the residential environment protected from the potentially adverse characteristics of the street. "Daylighted" cul-de-sacs for pedestrian access are also encouraged.*
- 6. Where possible, Arterial, Major and Minor Collector streets shall form 4-leg, right-angle intersections; jogs, offset and skewed intersections of streets in near proximity shall be avoided.*

POLICY CI 1.4

Acquire the ultimate right-of-way for streets during early stages of development.

Program CI 1.4-A

Ultimate right-of-way shall be dedicated and/or developed to the appropriate width when a zone change to a greater density or intensity, division of property, or when new development or major remodeling occurs. The City will work with Kings County to apply City standards to all land use and development permits issued in the unincorporated territory within the City's Planning Area boundary.

POLICY CI 1.5

On developed streets, where the existing right-of-way does not meet the current standards, the City will adopt and fund a program to acquire the ultimate right-of-way where practical for Major and Minor Arterial, and Major and Minor Collector streets. Funding mechanisms may include traffic impact fees collected from all new development.

Program CI 1.5-A

The City will include the acquisition of right-of-way, and the construction or reconstruction of streets in its Capital Improvement Program.

The City reserves the right to reduce the ultimate right-of-way to avoid existing development, and constructing a travelway which generally meets the street classification standards, by reducing the area provided for landscaping, utilities, parking and other non-travel use.

POLICY CI 1.6

New development shall be required to mitigate traffic impacts associated with the project on the Freeways, Expressways, Major and Minor Arterial Streets, Major and Minor Collector Streets, and Local streets, including signalization, bridges, interchanges, public transit facilities, and other traffic facilities.

Program CI 1.6-A

Traffic studies of affected Freeways, Major and Minor Arterial, Major and Minor Collector, and Local streets, may be required as part of the environmental assessment of proposed projects to assure citywide traffic service levels are maintained. The criteria for requiring traffic studies includes the potential for a significant environmental effects from the project, number of vehicle trips generated by the project, location of project relative to existing circulation system, actual or assumed level-of-service of

surrounding streets or intersections, and relevance of prior traffic studies which may have considered the proposed project.

Traffic studies shall include level-of-service forecasts to account for individual and cumulative major land use changes in the City. Level-of-service forecasts should be used to identify deficient roadways and update street improvement plans and priorities.

POLICY CI 1.7

The City shall promote an active policy of consolidating driveways, access points and curb cuts along existing developed Arterial streets when a zone change to a greater density or intensity, division of property, or new development or a major remodeling occurs.

POLICY CI 1.8

To avoid conflict between the circulation system and residential uses, it is recommended that truck traffic be oriented only onto the designated Arterial streets.

Program CI 1.8-A

The City shall periodically review the list of streets designated as truck routes, and provide public notification of any changes to the truck route system.

POLICY CI 1.9

To help ensure that adequate and safe travelways can be developed through existing developed areas of the City, right-of-way standards for each classification may be modified.

OBJECTIVE CI 2

Provide timely and effective means of programming and constructing street and highway improvements to maintain an overall Level of Service of "C", with a P.M. peak hour Level of Service of "D" as defined in the Highway Capacity Manual (published by the Transportation Research Board of the National Research Council) or better unless other public health, safety, or welfare factors determine otherwise.

POLICY CI 2.1 (AQ)

Transportation projects shall be prioritized with emphasis on reducing traffic congestion and improving traffic circulation.

POLICY CI 2.2

Street improvements shall be prioritized with emphasis on current and forecasted service levels. Roadways experiencing or forecasted to experience conditions less than Level-of-Service below "D" shall require

improvements, unless other public health, safety or welfare factors determine otherwise.

POLICY CI 2.3

Reduce traffic congestion at key intersections throughout the City.

Program CI 2.3-A

Improve intersections operating at less than P.M. peak hour Level of Service "D" conditions by adding appropriate turning lanes to congested approaches, widening intersection approaches, or modifying signal timing at intersections and coordinating with other signals, as appropriate, unless other public health, safety, or welfare factors determine otherwise.

OBJECTIVE CI 3 (AQ)

Achieve a coordinated regional and local transportation system that minimizes traffic congestion and efficiently serves users.

POLICY CI 3.1

Local circulation system improvements shall be consistent with the goals and objectives stated in the Kings County Regional Transportation Plan.

POLICY CI 3.2 (AQ)

Cooperate with local and regional jurisdictions in the development of State-mandated regional plans, including the San Joaquin Valley Air Quality Attainment Plan, 1991 Air Quality Attainment Plan for ozone, and the Serious Area Pm_{10} Attainment Plan.

POLICY CI 3.3 (AQ)

Work with Caltrans to identify needed improvements to its highway facilities in the City and implement necessary programs to assist in improving State Route 43 and 198, and its interchanges/intersections with local roadways.

Program CI 3.3-A

The City shall develop a mechanism (traffic impact fees) to assist in the preparation of a Project Study Report and for its share of the cost of widening the ramps at 12th Avenue and SR 198 interchange. All new development having an impact on the interchange and ramps shall participate in the funding of the improvements.

POLICY CI 3.4 (AQ)

Cooperate with adjacent jurisdictions to improve the principal arterial gateways to Hanford to facilitate the movement of traffic flowing into and out of the City.

POLICY CI 3.5 (AQ)

Coordinate local transportation plans with the Kings County Congestion Management Program, when developed, to ensure eligibility for state and federal funding.

POLICY CI 3.6 (AQ)

Work with the various government agencies to provide secure parking at park-and-ride lots and transit stations.

POLICY CI 3.7 (AQ)

Continue to support Kings County Council of Governments ride-sharing programs which provide up-to-date lists of potential riders and education of the public on commuting options.

OBJECTIVE CI 4

Provide programs to finance street, intersection, and highway improvements.

POLICY CI 4.1

The City shall annually review and update the traffic impact fee to ensure funding for street, intersection, and highway improvements.

OBJECTIVE CI 5

Provide adequate parking and loading facilities while encouraging alternative means of transportation.

POLICY CI 5.1 (AQ)

Provide off-street parking to employees; however preferential parking at several strategic locations in west side and east side growth centers shall be made available to vanpools, carpools and other transit users.

Program CI 5.1-A (AQ)

Sites for park-and-ride lots should generally be located near highly traveled commute routes such as the intersections of 12th Avenue and Highway 198, Flint Avenue and Highway 43, future major commercial areas at Grangeville Blvd. and Highway 43, and 13th Avenue and Highway 198.

Program CI 5.1-B (AQ)

Sites for park-and-ride lots should be encouraged to be incorporated in regional commercial parking areas.

Program CI 5.1-C

The City should investigate the feasibility of locating secure truck parking facilities at strategic locations in the City where resident's truck and tractor rigs can be parked over night as a means of

keeping City streets clear of these vehicles when the residents are at home.

POLICY CI 5.2 (AQ)

Encourage shared parking facilities for both private businesses and public agencies.

Program CI 5.2-A

Adjacent parking areas for large commercial and professional developments should be designed to allow interconnection and free flow of traffic between those facilities. Access easements and agreements should be obtained during the development process to ensure future access.

POLICY CI 5.3

Reserve on-street parking in commercial areas for short-term users.

Program CI 5.3-A

Parking standards shall be evaluated for new development to ensure that parking requirements are satisfied within walking distance of the commercial area, and to ensure that Arterial streets do not separate parking facilities from the parking demand generator, unless the standard is in conflict with Improvement Area Plans, or the appropriate pedestrian separation is provided.

OBJECTIVE CI 6

Develop Transportation Systems Management (TSM) programs for the Hanford area in order to reduce the amount of peak hour congestion on City streets.

POLICY CI 6.1 (AQ)

Encourage the use of carpooling, vanpooling and flexible employment hours to maintain an acceptable level of service on City streets and highway/intrastate facilities.

POLICY CI 6.2 (AQ)

Consistent with rule 9001, Commute Based Trip Reduction of the SJVUAPCD, require that all public and private employers comply with the rule in planning for some form of collective transportation to commute to and from work.

Program CI 6.2-A (AQ)

Adopt a Trip Reduction Ordinance (TRO) in accordance with District Air Quality and Congestion Management requirements.

POLICY CI 6.3 (AQ)

Implement TSM programs in conjunction with new development in the industrial park, and growth centers on the westside and east side of the City.

Program CI 6.3-A (AQ)

New development shall consider Transportation System Management and Transportation Demand Management as strategies for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing and parking management are to be used to the greatest extent practical to implement transportation management strategies.

Program CI 6.3-B (AQ)

Traffic signals should be spaced not be closer than 1/4 mile intervals on arterial and major collector streets unless conditions warrant additional signalization to improve traffic flow.

Program CI 6.3-C (AQ)

Prepare an action plan to improve the efficiency of traffic signals throughout the City and include the cost of the program in the traffic impact fees.

OBJECTIVE CI 7 (AQ)

Develop a public transit system addressing both local and regional travel demand.

POLICY CI 7.1 (AQ)

The local and regional transportation system should provide for a smooth transition between local and regional improvements.

Program CI 7.1-A

Include the Kings County Public Transit Agency in review of all development projects and consider environmental mitigation measures which will maintain and extend their current level of service to new development.

POLICY CI 7.2 (AQ)

Planning and development of Arterial and Major Collector Streets shall include design features which can be used as public transit stops.

Program CI 7.2-A (AQ)

Subdivision designs should be encouraged to use "daylighted" cul-de-sacs opening on to Arterial and Collector streets thereby providing enhanced pedestrian access to future public transit system routes.

Program CI 7.2-B (AQ)

Integrate into the City Public Works Construction Standards design details for "daylighted" cul-de-sacs which can be jointly used for public transit pick-up locations along Arterial and Collector streets.

Program CI 7.2-C (AQ)

Where right-of-way allows, arterial and Major Collector streets shall be designed to allow transit vehicles to pull out of traffic by using either a continuous parking lane with bus stops, or with special bus pull-out lanes.

POLICY CI 7.3 (AQ)

Coordinate with regional transit planners to determine the feasibility of developing commuter rail system for interregional passenger traffic, making use of existing rail lines whenever possible.

Program CI 7.3-A (AQ)

Adopt building set back requirements of a minimum of 100 feet from the centerline of the San Joaquin Valley Railroad for new construction. (Note: Should a commuter rail system be proposed, acquisition of future right-of-way may not include sufficient funds to acquire new buildings. The additional setback will also provide a noise buffer area if future trains are noisier. In the interim, this building setback, can be used for parking and landscaping, and should be considered an important design feature in a future Downtown Master or Specific Plan.)

POLICY CI 7.4

Varying modes of transportation should be coordinated between both public and private carriers.

POLICY CI 7.5

Coordination of other social service transit providers including schools, mental health services, and others should be recognized in the planning of circulation system.

OBJECTIVE CI 8

Promote maximum opportunities for pedestrian traffic throughout the City by continuing to develop and maintain a safe sidewalk system which facilitates pedestrian access, including disabled person accessibility to public transit for commuting, recreation or other purposes.

POLICY CI 8.1 (AQ)

Adequate sidewalks shall be planned and constructed in connection with street construction work in the City. Where existing roads may require

additional right-of-way to accommodate full improvements including sidewalks, and where it is impractical to acquire sufficient right-of-way, the vehicle travelway will be the first priority.

POLICY CI 8.2 (AQ)

Subdivision layouts should include safe and pleasant designs which promote pedestrian access to Arterial and Major collector streets, and consider the location of community services, such as schools, parks, and neighborhood shopping activity centers in the accessibility of their design for all persons.

Program CI 8.2-A (AQ)

Implement street standards that include sidewalk or walkways on both sides of streets, where appropriate.

Program CI 8.2-B

Use "day lighted" cul-de-sacs to increase pedestrian access to Arterial and Collector streets from existing streets.

POLICY CI 8.3 (AQ)

Sources of funding for operation and maintenance of multi-use trails to accommodate pedestrian and bicycle use shall be clearly identified before construction. Should such trail systems be constructed, they shall be supported by a long-term maintenance funding mechanism established so that benefitting properties pay the cost of maintenance.

POLICY CI 8.4

Bicycle lanes should be established where feasible along Major and Minor Collectors in newly developing areas. A bicycle route system should be identified which serves the existing developed City. This route system may not utilize Arterials or Collectors where travelways are constrained, but rather parallel streets with less traffic. Where bicycle lanes are proposed they should be considered a shared facility with vehicular traffic on the street.

POLICY CI 8.5

Encourage existing facilities, and require future facilities to conform to the American Disabilities Act provisions requiring access for disabled persons.

POLICY CI 8.6 (AQ)

In order to promote pedestrian access, encourage land use designs in new development areas to locate neighborhood shopping and services within approximately 1/2 mile of major residential areas.

OBJECTIVE CI 9

Develop a vehicular circulation system that is safe and sensitive to adjoining land uses.

POLICY CI 9.1

The circulation system shall be designed to minimize excessive noise impacts on sensitive land uses. New development shall mitigate noise impacts in accordance with the requirements of the noise element.

POLICY CI 9.2

Discourage through-traffic on local streets in residential areas.

Program CI 9.2-A

Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may implement appropriate means to reduce traffic through creation of one-way traffic flow, installation of traffic diversion devices, and/or any other means deemed to be acceptable.

Program CI 9.2-B

Residential subdivisions shall be designed to encourage access from local to collector streets and to discourage use of local street as a bypass to Arterial streets.

POLICY CI 9.3

Provide for spatial separation and necessary noise barriers between railroads and residential or other noise sensitive uses.

Program CI 9.3-A

Future development along the Atchinson, Topeka, and Santa Fe railroad should be buffered with open space and noise barriers. Alternative uses which represent cost effective and productive management of the open space buffer could include the relocation of Peoples Ditch, development of a recreation trail, or other uses which are environmentally acceptable, and will reduce the potential for the area to become a health and safety problem.

Program CI 9.3-B

Future development along the San Joaquin Valley Railroad right-of-way should consider the noise contours, and establish setbacks and noise barriers, as appropriate, to protect the future operation of the facility. (see also Program CI 7.3-A)

POLICY CI 9.4

Provide for adequate spatial separation and landscaping for development along freeway rights-of-way.

Program CI 9.4-A

Additional landscape design requirements will be considered for new projects along the entryways into the City, specifically State Routes 198 and 43. Maintenance of these areas may be included in a Maintenance District established by the City.

Program CI 9.4-B

Future new development along State Route 198 between 13th Avenue and 12th Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement.

Program CI 9.4-C

Future new development along State Route 43 between State Route 198 and Flint Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement. These provisions may reduce future cost of right-of-way should a freeway interchange be necessary in this location.

Program CI 9.4-D

Future new development along State Route 43 and 1/2 mile south of Flint Avenue should provide additional setbacks of 60 to 100 feet which will be landscaped with trees and other vegetation which provide an attractive entry statement.

OBJECTIVE CI 10

Contribute towards improving the air quality of the region through more efficient use of private vehicles and increased use of alternative transportation modes.

POLICY CI 10.1 (AQ)

Support coordination with other cities, counties and planning agencies concerning land use, jobs/housing balance and transportation planning as a means of improving air quality.

POLICY CI 10.2

Encourage the development of employment opportunities in Hanford to reduce the need to commute to other communities for employment.

POLICY CI 10.3 (AQ)

Support the expansion and improvement of transit systems and ride sharing programs to reduce the production of automobile emissions.

POLICY CI 10.4

Properly space and coordinate traffic signals in order to minimize the acceleration, idling and deceleration that produces higher vehicular emissions levels as part of the Traffic System Management (TSM) implementation.

POLICY CI 10.5

Support the use of alternate fueled vehicles and fueling stations for Public Transit Vehicles, City and County public agency vehicles.

OBJECTIVE CI 11

Upgrade the Hanford Airport to provide a cost effective level-of-service which is still compatible with the safety, health, environmental and economic concerns of the community.

POLICY CI 11.1

Incompatible land uses which would diminish the existing operation and the future expansion of the Hanford Airport shall be discouraged.

Program CI 11.1-A

The adopted Hanford Airport Master Plan shall be considered in land use decisions which may be impacted by the Airport Plan with regard to noise, structure height, safety, and other hazards.

OBJECTIVE CI 12

Plan for, create, and maintain the system of transportation infrastructure in the City which includes sewer, water, storm drainage, irrigation facilities, pipelines, electrical and communication networks.

POLICY CI 12.1

The City incorporates by reference, Master Plans for Sewer, Wastewater Treatment, Water, Storm Drainage, and other infrastructure master plans approved and adopted by the City, the Master Plans of Southern California Edison and Southern California Gas Company and other master plans adopted by the City. The City will continue to work in cooperation with public utilities.

(End of Circulation Element)

Figure 1.1

Figure 1.1 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

Figure 1.2

Figure 1.2 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

Figure 1.3

Figure 1.3 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

Figure 1.4

Figure 1.4 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

Figure 1.5

Figure 1.5 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

Figure 1.6

Figure 1.6 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

Figure 1.7

Figure 1.7 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

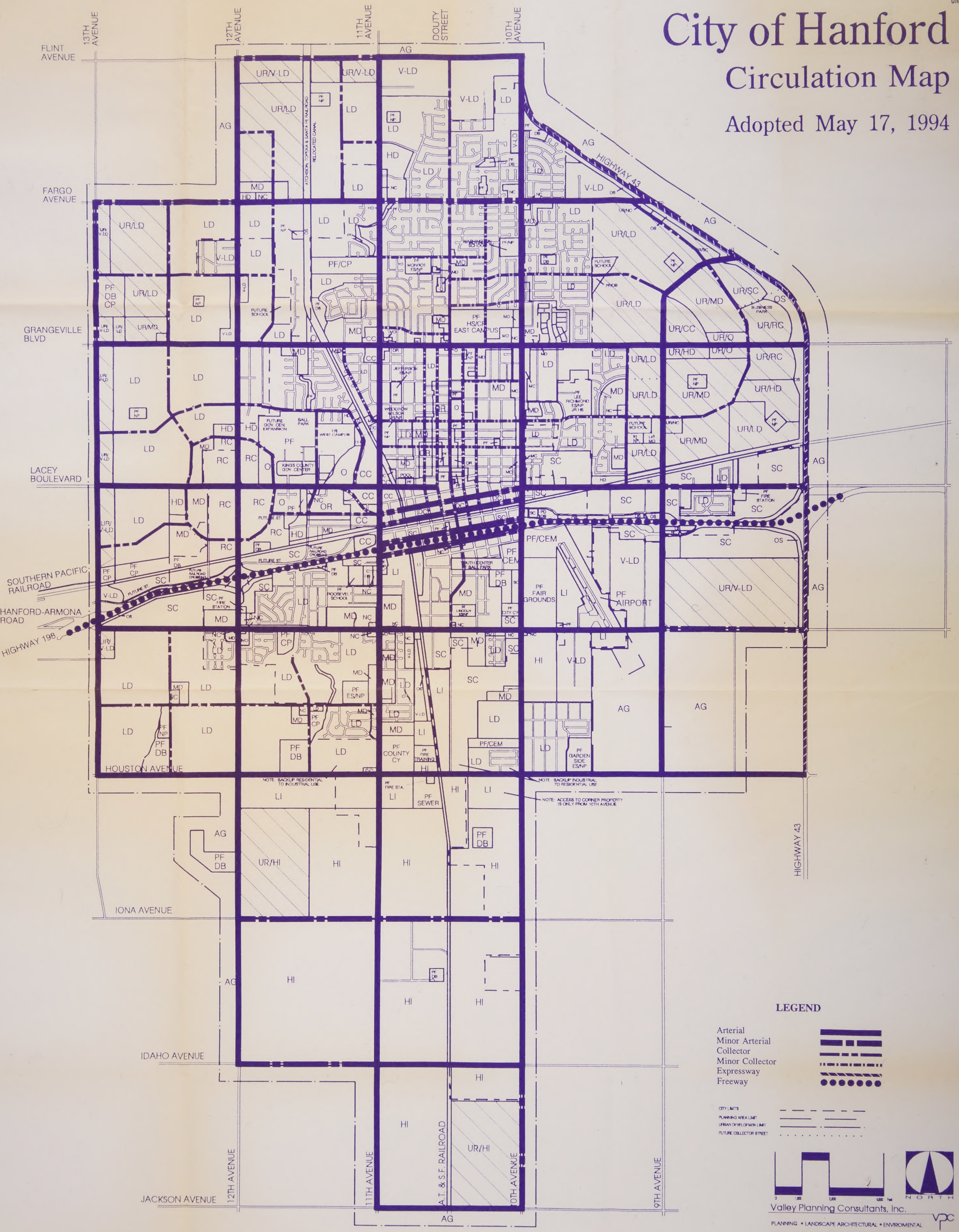
Figure 1.8

Figure 1.8 shows the relationship between the variables in the model. The variables are: Y (the dependent variable), X (the independent variable), and Z (the control variable). The relationship is shown as a linear function of X and Z .

City of Hanford

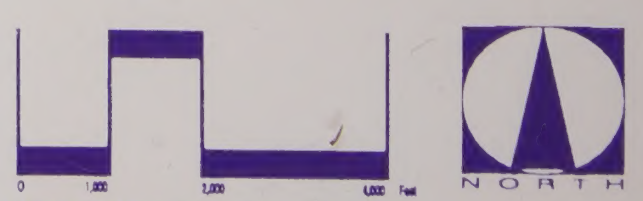
Circulation Map

Adopted May 17, 1994



LEGEND

- Arterial
 - Minor Arterial
 - Collector
 - Minor Collector
 - Expressway
 - Freeway
- CITY LIMITS
PLANNING AREA LIMIT
URBAN DEVELOPMENT LIMIT
FUTURE COLLECTOR STREET



Valley Planning Consultants, Inc.
PLANNING • LANDSCAPE ARCHITECTURAL • ENVIRONMENTAL
4317 N. Golden State Blvd., Ste. 106
Fresno, California 93722 • (209) 276-1022



C124916456